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REVEALED NEW £13k DACIA

Bold Hipster set to reinvent the small car

HIPSTER
CONCEPT

DRIVEN THIS WEEK

NEW HOTTER TESLA

Is faster better? Our verdict on top Model Y

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TESTED SUPER CITY CARS

Petrol Citroen C3 head-to-head with Hyundai i20

SCOOP BABY DEFENDER

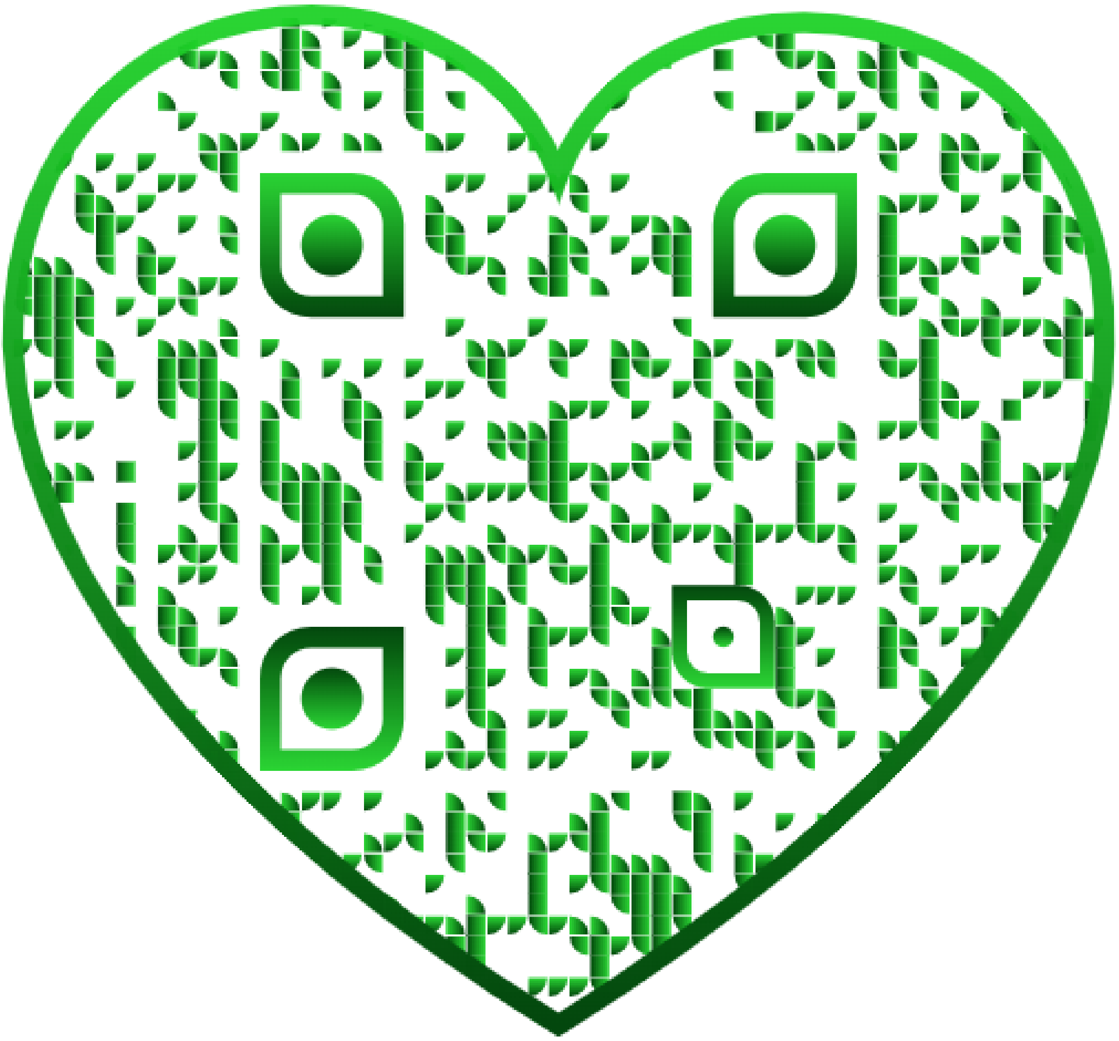
Vital new Land Rover nears production

EXCLUSIVE IMAGE

DRIVEN KIA PV5

Better than a Buzz, £20k cheaper

FAST BRANDS #7 INSIDE SKODA vRS



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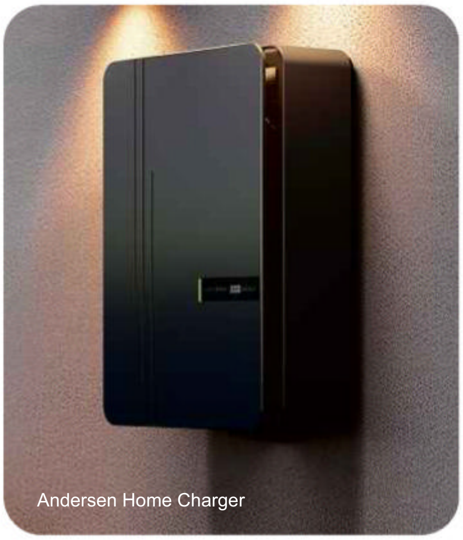
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AUTO EXPRESS ROAD TESTS
All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

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THIS WEEK

IT makes perfect sense that Dacia is the first brand to come up with an interesting and tangible take on what could be the next big breakthrough in small cars – the £13k EV. The company most well known for affordable small models and, lately, increasingly larger ones, is a firm Auto Express favourite for its ability to offer appealing options for those on a budget. As such, its latest concept – the Hipster – is one that should be taken seriously.

Just weeks ago, a plea from car makers was fired to the European Union, asking for the relaxing of regulations to kick-start profitable development of a new breed of small electric cars for urban use. Within days, the EU replied positively, with European Commission president Ursula von der Leyen announcing the Small Affordable Car initiative.

> **"FUNKY STYLING ON AN 800KG CAR WITH A RANGE OF JUST OVER 60 MILES COULD PROVE TO BE THE RIGHT MODEL AT THE RIGHT TIME TO ACCELERATE THE MOVE TO EVS"**

Nothing concrete has materialised on that yet, with developments expected nearer the end of the year, but Dacia has jumped straight in with its vision – and I really do mean 'straight' in, given the Hipster's boxy lines. But funky styling on an 800kg car with a range of just over 60 miles could just prove to be the right model at the right time to really accelerate the move to electric vehicles.

The shorter range may sound restrictive initially, but for those who can charge at home – the perennial EV disclaimer – it's ideal. A huge percentage of cars don't do more than 50 miles in a day, and this sort of vehicle is only ever going to be a second vehicle for most. It looks like a great option for getting young drivers mobile, too – especially if monthly lease or even PCP rates are little more than they'd face paying for an iPhone.

The look is also important. The kei car – a small, boxy model designed for urban environments – is a phenomenon whose cult status now stretches well beyond its Japanese home market. Get this new class of low-cost urban car right, and the same could happen across Europe, offering affordable, low-emission mobility to the masses.

This new Dacia's name is interesting, too – Hipster may not carry the positive connotations in the UK that it might elsewhere, creating an image of uber-trendies frequenting painfully expensive London coffee shops that the Romanian brand may not be entirely keen to reflect. But the idea behind the car is sound, and I very much hope that the Hipster – as most Dacia concepts tend to do – will find its way onto our roads in the coming years.

PAUL BARKER

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EDITOR'S VIEW

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AUTO EXPRESS

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WRAPS OFF

REVEALED Budget brand unveils new concept to demonstrate how it thinks a £13,000 electric vehicle could be developed

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EVERYONE is talking about how to make the affordable electric car. But talk – like everything to do with Dacia – is cheap, so the Romanian value brand has sprung into action to deliver the Hipster, its vision of a £13,000 EV.

The chunky cube measures just three metres long but crams four seats into its flexible interior. And those tough 4x4 looks feed through to the interior: the driving position is roughly the same height as the Bigster SUV's, to give occupants a reassuring view out.

But the most compelling stat is that the Hipster weighs just 800kg, a whopping 20 per cent reduction on Dacia's 3.7m-long Spring EV. Some of that saving comes from a right-sized battery – the Hipster would be good for about 100km (62 miles), almost three times the typical French daily mileage – but it's also to shrink the car's footprint to cut mass, material cost and carbon emissions.

Dacia unsurprisingly sees the Hipster as the perfect car for not just cramped cities, but also the countryside, where bus routes are being cut and some retirees live on a tight budget. It's a family's ideal second car or "for nurses on a small salary starting work at 2am, who need a car," David Durand, Dacia design director, told Auto Express at a sneak preview in Paris.

The Hipster's a concept car that's tackling important social issues, and right at the heart of Europe's debate about affordable electric cars. Last month, makers lobbied European Commission president Ursula von der Leyen, asking for law-makers to relax safety regulations to help keep cost inflation down. Dacia reckons new-car prices have soared by 30 per cent over the past four years alone, and that's before funding another 100 new regulations expected by 2030.

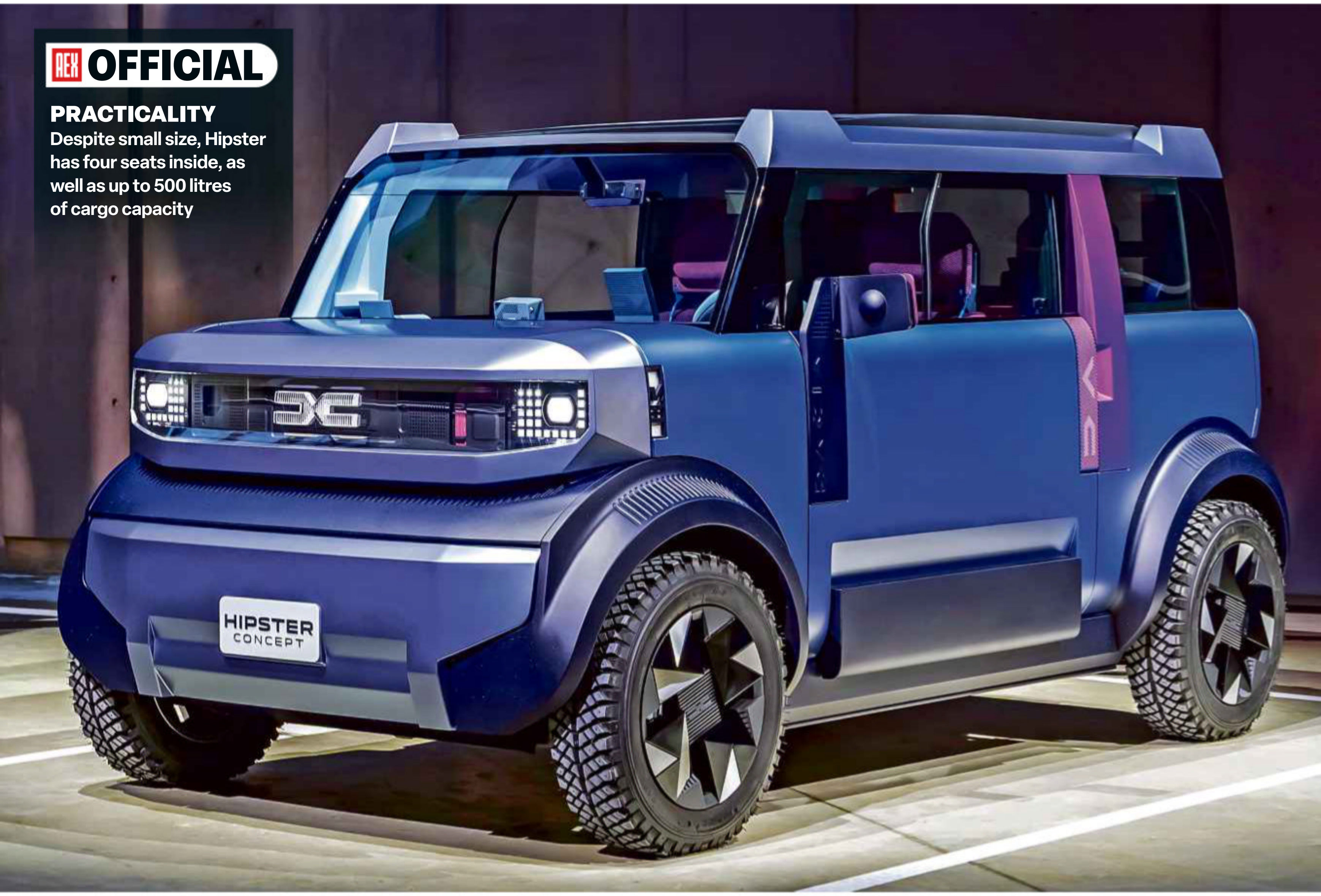
As a result, the Hipster isn't laden with 'active' safety features – ones to avoid a crash, such as lane-keep assist and driver-attention monitoring – that crank up prices. Its passive safety features merely extend to driver and passenger airbags.

But that's the trade-off and Dacia has created a relatable case study to help politicians get their head around a different automotive future. Unlike some concepts that are thinly disguised production cars, this car is genuinely designed to trigger exploration and debate.

"We're going to dig into whether this concept goes into production or whether it becomes another type of vehicle," sales and marketing boss Frank Marotte told Auto Express in an exclusive interview. "We will study the customer needs for range, speed of charging, vehicle size, weight and active safety features. The purpose of this concept is to ask fundamental questions that aren't completely answered with current offers."

One key question is whether it's actually a car. Citroen's conceptually ▸

DACIA HIPSTER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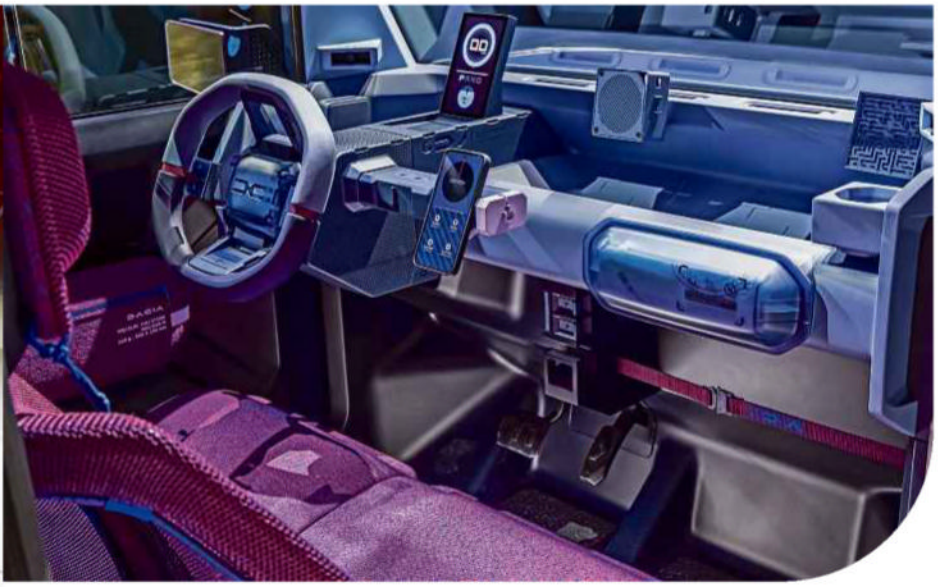
HIPSTER CONCEPT

PRACTICALITY
Despite small size, Hipster has four seats inside, as well as up to 500 litres of cargo capacity

HIPSTER CONCEPT



CHEAP TRICK
Hipster is full of clever thinking to allow a low price. Infotainment is taken care of by driver's phone, mesh seats need no foam, and rear lights (left) sit behind tailgate, so they don't require separate cover

DACIA
HIPSTER CONCEPT

Hipster is taller than a Volkswagen Golf, but a mere three metres long

similar Ami is in fact a quadricycle: the 2.6m-long capsule houses only two seats and tops out at 28mph. While the Ami isn't an uncommon sight zipping around French cities with a 14-year-old legally at the wheel, British rules limit the market and the Ami hasn't really taken off here.

"Our vision is not to offer a two-seat [vehicle] that requires no driving licence and replaces a scooter. We want to offer a real family solution," Dacia product performance VP Patrice Lévy-Bencheton told us. He says Dacia is open to siting the electric motor at the front or rear – whatever has a better impact on mass, weight distribution and interior space.

Industry talk is of rules that will help affordable, small cars flourish, inspired by Japan's 'kei car' segment. But they are typically narrow, tall and look like cereal boxes on wheels; the Hipster is wider. And it's taller than a VW Golf, despite its stubby length. That accounts for those chunky, cubic proportions, finished with a "serious but friendly" face, says Durand.

Despite being just 14 inches in diameter, the wheels don't look tiny and are pushed to each corner to maximise interior space. But the car's secret sauce is the interior flexibility: swivel the rear head restraints to store up against the side glass, flip the rear seats and you transform the cargo capacity from 70 to 500 litres.

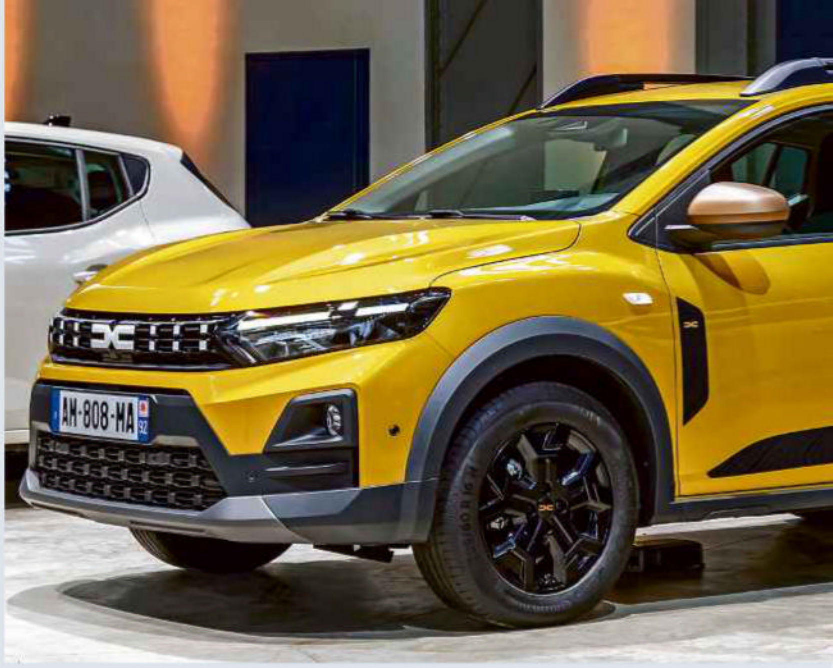
Clever touches abound: straps replace the door handles, removing the weight and space required for a typical latch. The glass tailgate spans the entire rear end, with the lamps set behind it to eliminate the need for a separate cover.

Painted parts are kept to a minimum and the body protection is made from Dacia's 'Starkle,' a rugged material including recycled plastic. And expect the mesh seats to inspire future production cars', featuring hammock-like inserts with no need for foam beneath – again saving weight. The Hipster has a small digital driver's display, but in typical Dacia style, your smartphone provides the navigation and music – amplified on a portable speaker.

The Hipster proves that great things can come in small packages: it doesn't look like a Noddy car, and its functionality ticks the boxes of typical supermini usage. The challenge will be establishing if there's a market for such a small EV, with customers driving it happy to dice with Range Rovers and BMW X5s. Chances are it has to grow to make production, which would encroach on the Spring's positioning.

The Hipster is great, but leaves many questions unanswered. So the hard work starts here for Dacia – and the rest of the European car industry – on affordable EVs.

"THE CHALLENGE WILL BE ESTABLISHING IF THERE'S A MARKET FOR SUCH A SMALL EV"



Cheapest Dacia will get hybrid p

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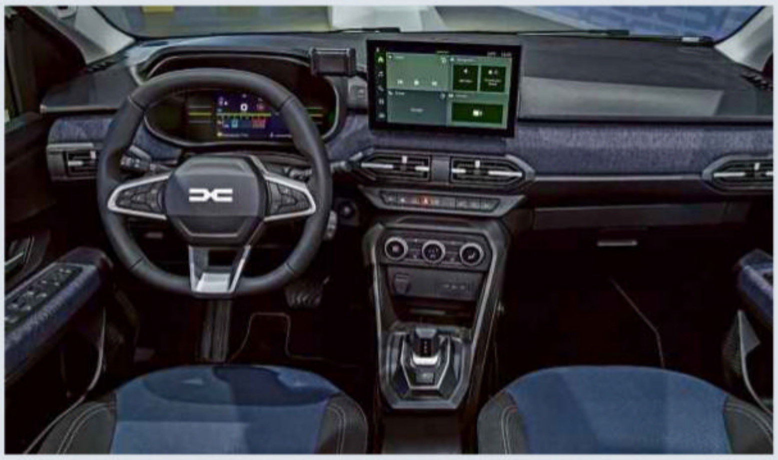
DACIA is upgrading its Sandero supermini and more rugged Stepway spin-off with hybrid power, a minor facelift and new safety features.

In a bid to help the model remain Europe's best-selling car, Dacia will fit the Stepway with the Hybrid 155 drivetrain from the Bigster. This combines a 108bhp 1.8-litre four-cylinder petrol engine with a 49bhp electric motor and an electric starter/generator.

Although it arrives first in the Stepway, electrification will also filter through to the Sandero hatch in short order. However, Dacia is refusing to say whether it will be the Hybrid 155, or another smaller-displacement hybrid.

The Sandero's base petrol engine – a 999cc turbo – also gets a makeover, squeezing another 10bhp out of its three cylinders for 99bhp in total. But the revisions aren't limited to what's under the bonnet: the nose is having a spruce-up too. The Sandero and Stepway get what Dacia calls an "inverted T-shape" front and rear-light signature, mirrored by the square pixels in the thinner front grille; new bumpers also feature.

The jacked-up, roof bar-equipped Stepway also gets body protection made from the Dacia-



Updates bring new steering wheel, revised air vents and fresh materials

n ICE car power...

developed 'Starkle', which uses 20 per cent recycled plastic. There's a matt black strip connecting the rear lamps, too. New wheel designs and a shark-fin antenna (from Expression trim) complete the exterior tweaks.

Inside, a new, more ergonomic steering wheel, revised vents and eye-catching new materials refresh the cockpit. The Sandero siblings have three multimedia options. Essential buyers put their phone in the dashboard holder, using Dacia's updated apps for navigation or media, with steering wheel controls integrated for key functions.

All other trims get a new interface on a 10-inch touchscreen, with wireless Apple CarPlay and Android Auto. The top system is Media Nav Live with connected navigation and a six-speaker Arkamys surround-sound system. A wireless charging pad is available for the first time.

Dacia has also boosted the Sandero and Stepway's standard safety systems. Automatic emergency braking with the ability to see pedestrians and two-wheelers, plus driver-attention monitoring, are now fitted.

The revised Sandero and Stepway will reach UK dealers just before Christmas, with deliveries starting early in the new year. But the Sandero Stepway hybrid won't go into production until autumn 2026.

New lights and wheel among changes

...while Jogger sports a new look and boosts safety

DACIA'S Jogger is also getting a makeover, with much the same details as the Sandero (left). It's the firm's most versatile vehicle, and that's preserved after mainly cosmetic upgrades: new black cloth seats on the two base trims with blue denim on Journey editions, plus a new steering wheel that should feel comfier.

The big news is an upgraded hybrid powertrain, boosting the Hybrid 140 to the Hybrid 155. The 1.6-litre petrol is replaced by a 1.8-litre unit, and a bigger, 1.4kWh battery feeds its 49bhp motor. Total output is 153bhp and 170Nm of torque, so not only do buyers get more punch, but efficiency also climbs to 61mpg, with 104g/km of CO2.

The TCe 110 petrol engine, coupled to a six-speed manual, continues.

Exterior changes include a sleeker grille, new lamps and body protection made from more ecological materials. Automatic emergency braking and a driver-fatigue monitor boost the safety credentials of a car that will open for UK orders in November.

TOP STORY

New suspension aims to reduce Spring roll

Looks are unchanged, with the updates all happening under the skin

THE Dacia Spring has a lot going for it, but it also has a lot going on in corners, where it leans prodigiously. Now Dacia is fitting an anti-sway bar and revised springs and dampers in a meaty revamp that also covers the motors and battery.

The old Spring has a modest 44 or 64bhp. But in a major boost, the new base version – the Spring 70 – will kick out 69bhp, while the top 100 model can summon 99bhp. Mid-range torque is up by 20 per cent too.

That's great news for those brave souls taking their Spring on motorway runs. Accelerating at such speeds used to take a nail-biting age: 26.2 seconds would pass while the 45 laboured from 50 to 75mph, with the 65 clocking 14 seconds for the same increase. The punchier new motors manage 10.3 seconds (Spring 70), and 6.9 seconds (Spring 100).

In another big development, the Spring is getting a lithium iron phosphate (LFP) battery. The new pack's design boosts chassis stiffness and improves weight distribution. The LFP chemistry is more affordable, eschews rare earths and is less prone to overheating – although it is not as energy efficient.

Nonetheless, Dacia says the WLTP range of its new 24.3kWh LFP pack (140 miles) has barely changed over the old unit, helped by aerodynamic tweaks. The firm says the revised Spring will top an impressive 5mi/kWh.

Charging also gets a shot in the arm. The 30kW onboard DC charger is boosted to 40kW on the Extreme 100 car, allowing a 29-minute top-up from 20 to 80 per cent. Both Springs – the Expression 70 and the Extreme – have 7kW AC charging capability, good for a full wallbox refuel in three hours, 20 minutes.

The new Spring is scheduled for UK launch just in time for the March 26 new registration plate.

> "THE NEW BASE VERSION WILL KICK OUT 69BHP, AND THE TOP 100 MODEL HAS 99BHP. TORQUE IS UP BY 20 PER CENT TOO"

New baby to join Land

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Fresh platform to underpin compact EV that will in effect replace Discovery

LAND Rover is about to reveal its all-new 'baby' Defender, with all-electric powertrains and a chunky, rugged design – and our exclusive image shows what we expect it to look like.

The company has toyed with a smaller version of its 4x4 for years, but only now is the new car close to being introduced.

Designed to sit in the company's range underneath the existing Defender in both price and stature, the newcomer will in effect be a replacement for the Discovery Sport.

The new model is critical for JLR, joining a big-selling segment at a time when the company's profits have been hit from every angle. Prototypes have been spotted testing in near-production form, giving us our first look at how Land Rover's designers will transform the Defender into a smaller package.

As our image illustrates, the new car is likely to have a boxy and upright shape, but there will be a few key changes from its big brother. These include thinner front lights and a sleeker angle to the nose, making it less bluff than on a Defender.

Black wheelarches and lower bumpers will emphasise its off-road credentials, and our picture shows the car fitted with rugged-looking wheels and tyres. However, customers will also be able to choose a more road-biased look, with larger wheels and body-coloured panels.

Land Rover knows its buyers love customising their cars, so contrasting roof colours, decal packs, wheelarch extensions and off-road gear such as chunky roof racks will all be offered.

The baby Defender will differ from its big brother largely in terms of proportions, which come courtesy of a new EMA platform. Unlike the full-sized model, which runs combustion engines lengthwise under the bonnet, the new electric architecture is packaged more efficiently. This is better for cabin space, but means having a longer front overhang.

The wheelbase is also long in context of the car's overall length, but there's a very short rear overhang. The car's windscreen is upright, and while the glass in the tailgate isn't quite vertical, aero devices at the side will make it appear so. The tailgate will be side-opening, though, and while the prototype we spied has no spare wheel, there's a good chance we'll see one on the production car.

Inside, we expect a more digitised take on the relatively simple and hard-wearing full-sized Defender. Displays will grow in size, and they'll introduce a new user interface that will feature on future JLR models. There will only be two rows of seats, but a sixth jump seat between the driver and front-seat passenger could be integrated.

As was confirmed in 2023, the EMA platform will not be available with any combustion or hybrid powertrains, so the baby Defender will be EV only. It will have a flat battery pack under the floor, with a dual-motor set-up.

The new platform will mean a new battery pack, which we expect will sit somewhere around 70-90kWh. It may eventually be available in various sizes across different models, including the new Range Rover Velar, but the baby Defender will likely stick with just one battery size to start with.

With a body so upright, efficiency is not expected to be the new car's strongest suit. It should have a range of around 300-320 miles, given the battery size and latest technology.

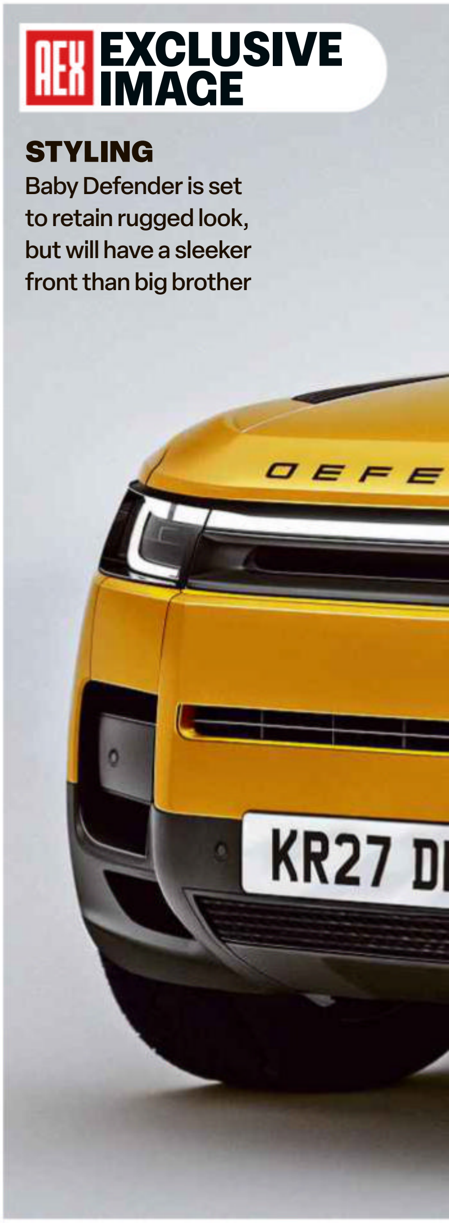
Despite being an EV, the baby Defender will still be four-wheel drive, and come with most of the off-road capability expected from the brand. Its overall proportions will limit the likes of the approach and departure angles, but we expect a full Terrain Response system to be available.

Land Rover will also take full advantage of the electric powertrain for off-roading, with the ability to meter out power more precisely than a combustion engine allows. Locking differentials could be fitted at the axles, but with no mechanical connection between them, a centre-differential will no longer be required.

The firm is expected to officially reveal the new model next year, but sales aren't expected to start until the beginning of 2027. Rivals will include everything from high-end versions of mainstream SUVs such as the Jeep Compass or Skoda Enyaq, right up to the new generation of luxury SUVs such as the BMW iX3 or Mercedes GLC with EQ Technology. What no rival offers, however, is serious off-road ability. Until Jeep's much larger Recon arrives, Land Rover will have the electric off-road market to itself.

Pricing will start at around the £50,000 mark, putting the new car below entry-level variants of the full-sized Defender. However, Land Rover hasn't been shy with pricing in the past, so high-spec versions may well rise to quite a bit more than that.

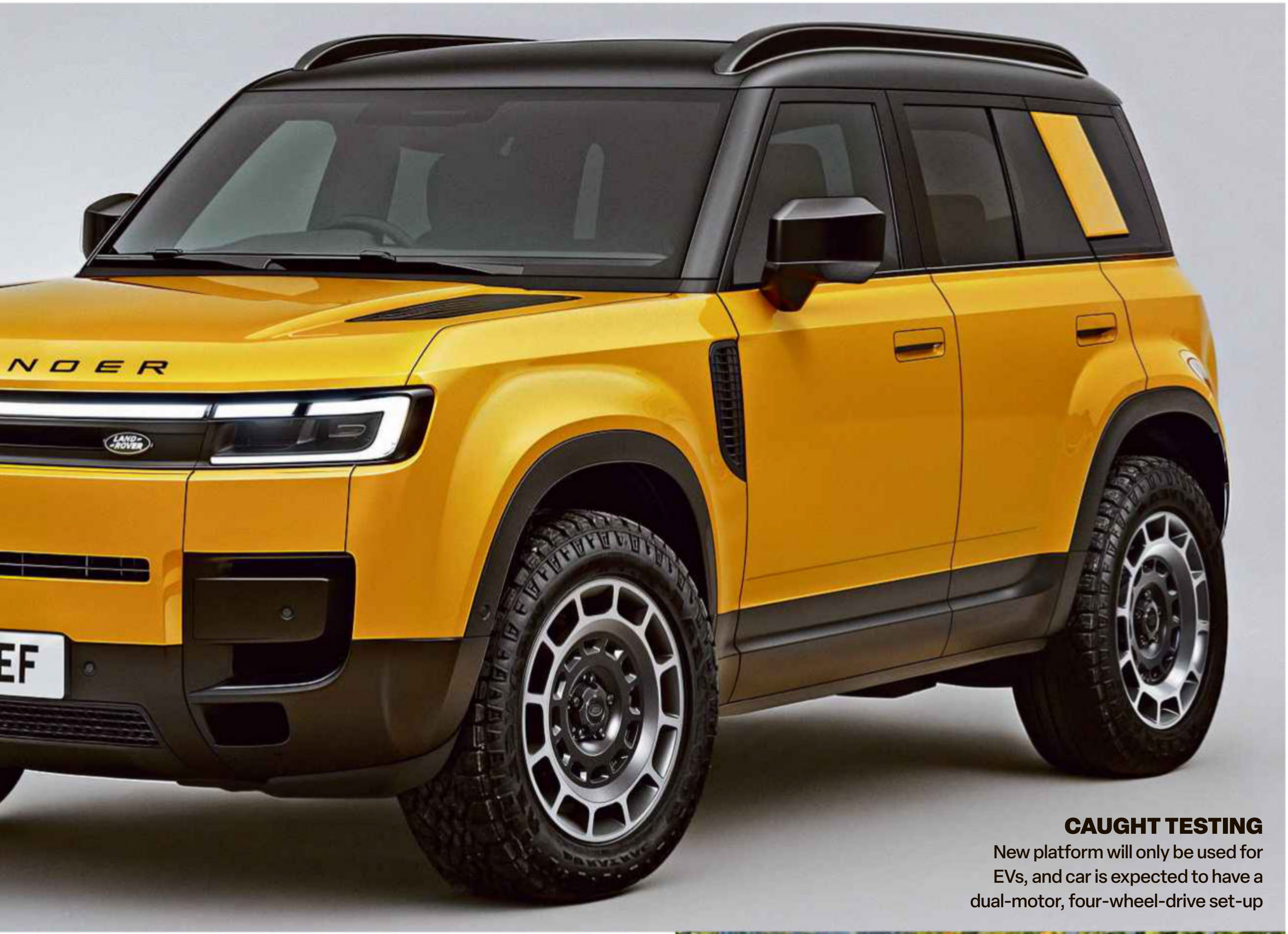
> **"THERE WILL ONLY BE TWO ROWS OF SEATS, BUT A SIXTH SEAT, BETWEEN THE DRIVER AND FRONT-SEAT PASSENGER, COULD BE INTEGRATED"**



STYLING Baby Defender is set to retain rugged look, but will have a sleeker front than big brother

Rover Defender family

Sport and is due on sale in 2027



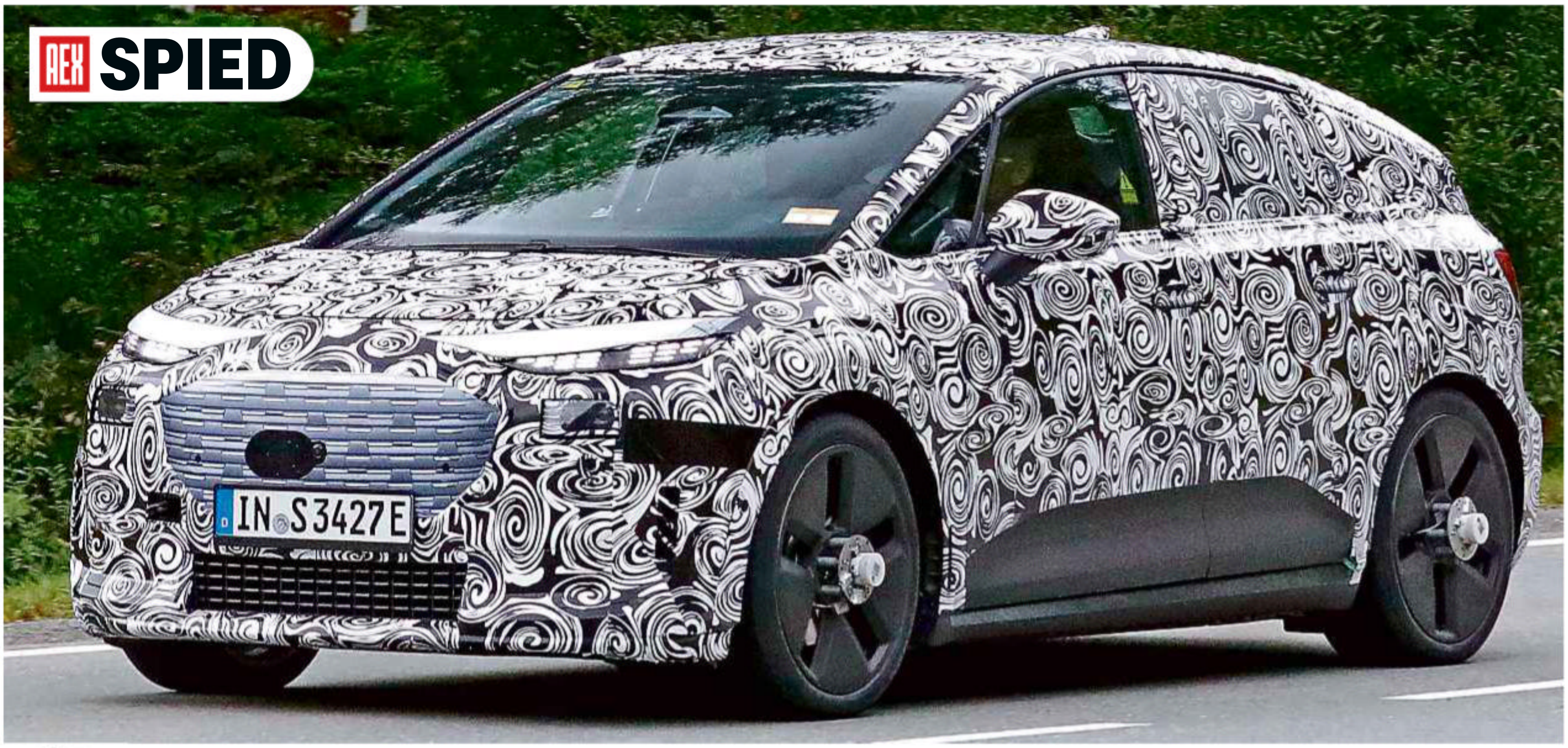
Avarvarii

CAUGHT TESTING
New platform will only be used for EVs, and car is expected to have a dual-motor, four-wheel-drive set-up

Automedia

Audi looks back to the future

SCOOP Prototype of upcoming EV reveals retro styling seemingly inspired by groundbreaking A2



Automedia

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AUDI hasn't been shy about its forthcoming C-segment EV, but finally we can say for certain that this won't just be an A3-style hatchback with an all-electric powertrain. The new car is looking like an EV reboot of the iconic Audi A2.

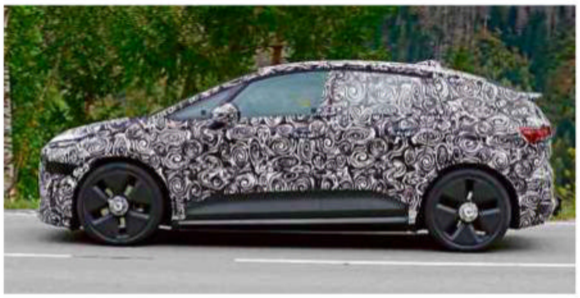
These first images of a production A3 e-tron prototype reveal a shape that's not dissimilar to the VW ID.3 and Cupra Born. But look closer and they already reveal the new Audi EV will have a less upright, more futuristic shape. There are more than a few nods to the ultra-lightweight A2 first introduced in the early 2000s.

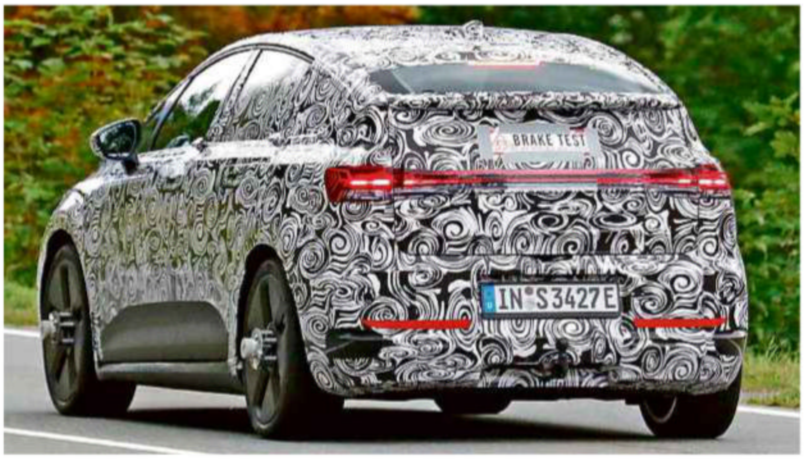
As you can see from these spyshots, he most obvious reference to the A2 is the car's cab-forward silhouette, with a steeply angled windscreen and short bonnet helping with the aerodynamics. However, unlike the ID.3, the Audi's roofline is lower and sleeker, and arcs more aggressively at the rear to create a tail that looks directly related to the A2's.

The new A3 even seems likely to share the A2's two-piece glass design for the tailgate, hinged up on the roof to create a much larger opening. There's other evidence to suggest its A2 connection, too, including round, flared wheelarches and a small wing attached to the bootlid. In fact, this new model takes so much inspiration from the A2, it's conceivable that it could even adopt the name 'A2 e-tron', despite it sitting a full class above than the original supermini.

Where this car will have more in common with current Audis is its front-end styling. This includes the use of thin upper daytime running lights with smaller main-beam units mounted below. The prototype also features Q4-like grille and rear lights, however we expect these will be substantially different when the production car is revealed next year.

> **"THIS NEW MODEL COULD EVEN ADOPT THE NAME 'A2 E-TRON' DESPITE IT SITTING A FULL CLASS ABOVE THE ORIGINAL SUPERMINI"**





THROWBACK
Profile of A3 e-tron and two-piece glass design of tailgate are most obvious similarities with iconic A2

future with new hatch

OFFICIAL

More power for Aston DB12 as S model added to line-up

ASTON Martin's next step in its expansion of new derivatives is here, with the elegant DB12 the latest to receive the S treatment.

Packing a few extra horsepower, plus some subtle yet important styling and chassis upgrades, the new DB12 S will offer buyers a sharper GT without needing to stretch to the V12-powered Vanquish. It'll be available in both coupé and open-top Volante forms, and cost from around £220,000.

The key change in the S is its power output, which has risen from the standard DB12's 671bhp to 692bhp. Gearshifts are claimed to be up to 50 per cent faster than in the regular car and contribute to a 0.1-second drop in the 0-62mph time, to just 3.5 seconds in the coupé. The slightly heavier Volante will take 3.6 seconds to dispatch the same benchmark sprint, and both versions top out at 202mph.

An optional titanium exhaust system hiding behind the new stacked exhaust pipes cuts the weight of the set-up by 11.7kg. Another big weight saving is due to the carbon-ceramic brakes, which are joined by chassis tweaks and some styling additions, including a bespoke set of wheels and a new splitter.

New 302bhp GT will sprint from 0-62mph in 6.2 seconds

Kia confirms 2026 launch for range-topping EV5 GT

THE Kia EV5 GT will go on sale in the UK and Europe in spring next year, Auto Express can confirm. The announcement in Korea last week also revealed the car's power output and some key performance stats.

While the standard EV5 has yet to launch in the UK, Kia is already preparing to unveil its hot range-topper, with a "Q2 2026" on-sale date confirmed. The EV5 GT will get two motors, producing 302bhp and 480Nm of torque. That pegs it slightly shy of the 335bhp Skoda Enyaq vRS.

The only other headline figure so far confirmed to Auto Express is the EV5 GT's 0-62mph time of 6.2 seconds. That number is, again, a little way off the Enyaq, which completes the same sprint in 5.4 seconds. The GT will use the same 81.4kWh battery as the EV5 Long Range, so a range in the region of 300 miles should be within reach.

We can expect a subtly sporty makeover, but we'll have to wait a little longer for prices to be set. However, a figure around £50,000 would keep it competitive with cars such as the Enyaq vRS and Volkswagen ID.4 GTX.

Changes focus on performance; 600bhp-plus possible

Conti Supersports set for return

A NEW era of high-performance Bentley Continental GTs is about to begin, with the British brand hinting at a new flagship model that targets cars like the Ferrari 12Cilindri.

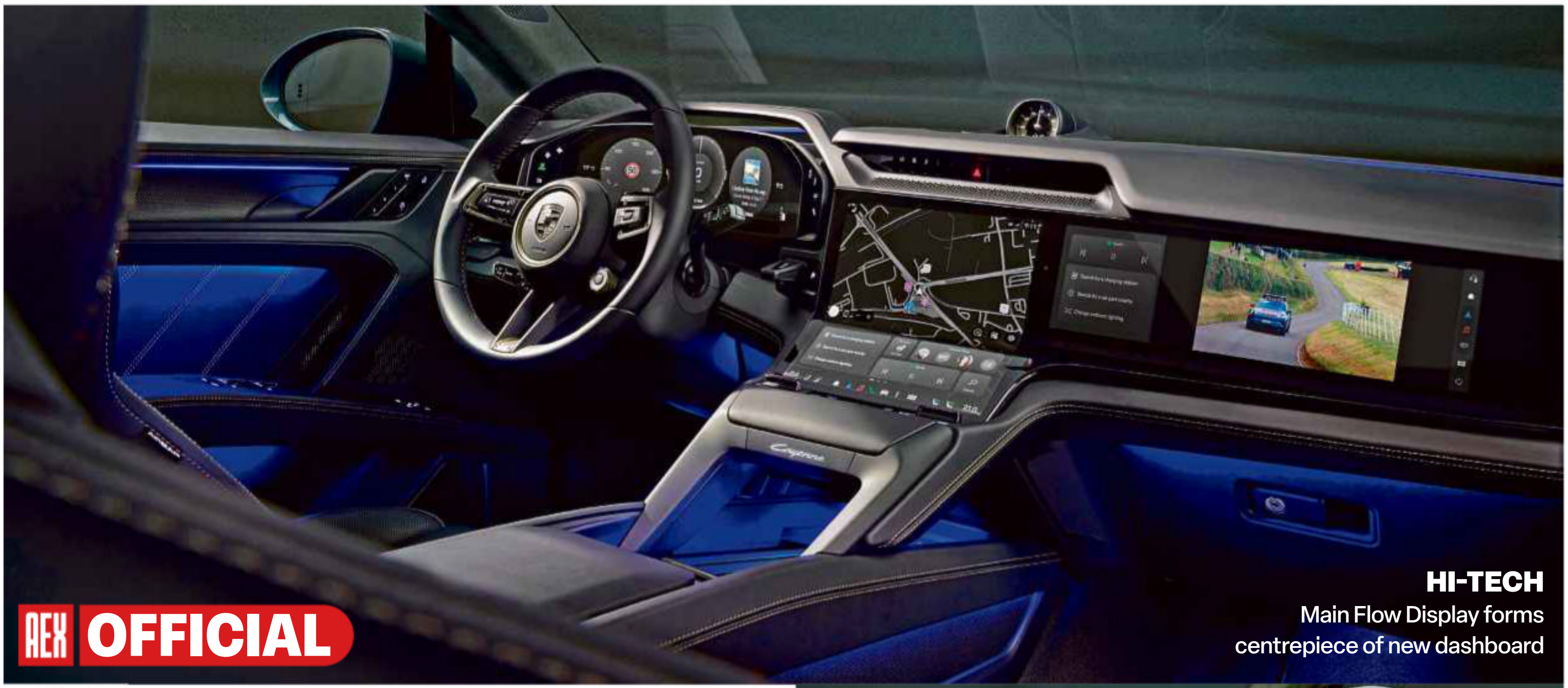
A teaser image (left) shows an existing Continental GT with modifications including a lip spoiler, plus a new bumper and diffuser.

We'll have to wait to see the finished article, but the performance focus of the changes is undeniable, and we expect to see power coming from a highly strung iteration of the twin-turbocharged 4.0-litre V8 engine.

As for the name, Bentley has confirmed that it will bring back a moniker that was first used 100 years ago, and more recently on a model that came not long after the Continental's relaunch. This points towards a reboot of the iconic Bentley Continental Supersports.

Incredible world firsts for new Porsche Cayenne's dashboard

Sporty handling once defined the brand's cars – but Cayenne EV's amazing cabin is all about the tech



HI-TECH
Main Flow Display forms centrepiece of new dashboard

Jordan Katsianis

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WE'VE been drip-fed details about the all-new Porsche Cayenne Electric for months, but finally we've been shown its hi-tech cabin.

The BMW iX-rivalling SUV, which is promised to be more luxurious than any Porsche before it, will boast a heavily digitised interior that features several world firsts in terms of its incredible screens. Even better, this technology will be rolled out on all future cars from the brand.

The main Flow Display is the most dramatic of these digital features. It doesn't simply occupy the central space in the dashboard, but it is also bent laterally at its base to follow the contours of the console.

This is the first use of a centre console touchscreen with a sharply curved element, although it's not the first contoured OLED unit in a car – these are already seen in Porsche's other models and the BMW range. To one side of the Cayenne Electric's screen is an optional 14.9-inch version for the passenger. Teamed with the main Flow Display, it creates a customisable wall of digital real estate.

The home screen will house the main map display, with the curved base section featuring configurable tiles that control your phone or media and provide other shortcuts. This screen also houses the key air-con controls, but Porsche has retained physical knobs for the temperature and fan speed, as well as for the stereo volume.

This main display is integrated into the dash, with a palm rest underneath its lower section that should make it easier to use while driving. Below this is storage, and a wireless charger.

In front of the driver is another curved display, this time 14.5 inches in size with touch-sensitive areas around its edge. These are largely to house controls for the chassis, lighting, suspension and parking cameras.

Finally, Porsche has also integrated a new augmented-reality head-up display boasting up to 87 square inches of relative screen space. This is capable of overlaying various pieces of information, including direction arrows, onto the road ahead.

"PORSCHE'S BMW iX-RIVALLING LUXURY SUV WILL BOAST A HEAVILY DIGITISED INTERIOR"

Porsche has taken pointers from luxury brands for the cabin, with standard features such as an electrically adjustable second-row seatback, plus Mercedes S-Class-style heated armrests and centre console. There's a new opening panoramic roof with electrochromic panels, too, as well as extended ambient lighting that can be matched to screen graphics.

A wide colour and trim palette sees leather options including Magnesium Grey and Lavender joining existing, more traditional shades. Various accent packages will also be available.

New Skoda SE L 85 is value focused

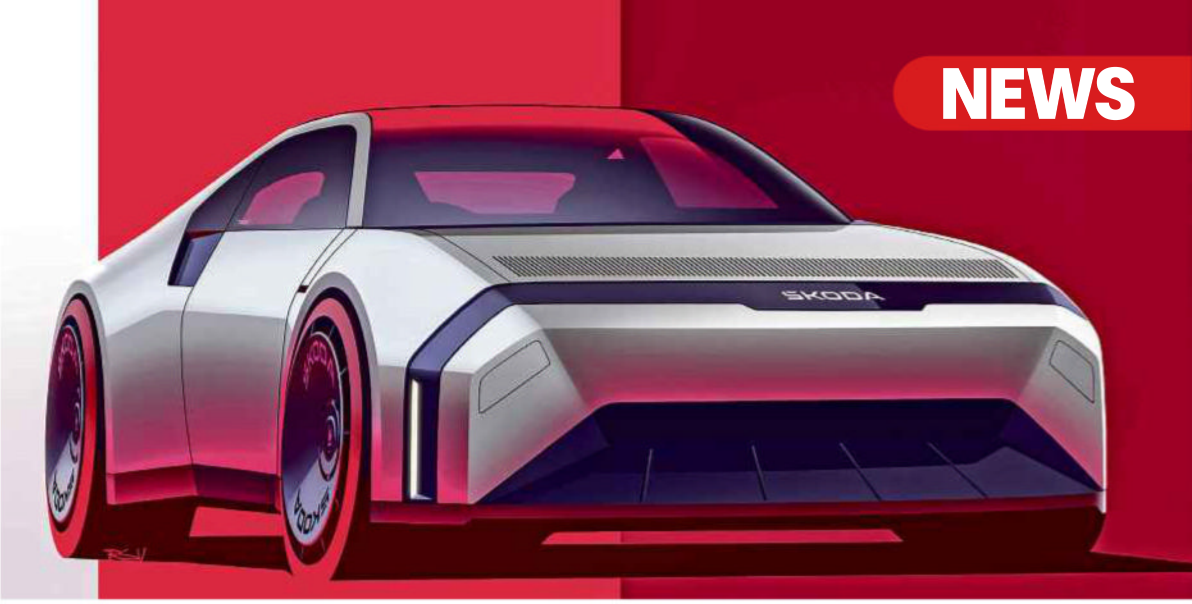
Long-range Enyaq plugs model gap

SKODA has bolstered its Enyaq electric SUV line-up with a new, value-focused SE L 85, which qualifies for the Government's Electric Car Grant (ECG). Starting at £41,980, before the £1,500 Band 2 discount is applied, the newcomer lowers the entry point for buyers wanting the extended driving distance (up to 359 miles on the WLTP tests) of the 77kWh model.

A 282bhp electric motor allows 0-62mph in 6.7 seconds. The new car also supports DC rapid charging at speeds of up to 135kW, allowing a 10-80 per cent charge in 28 minutes.

Despite its value positioning, the SE L 85 doesn't skimp on kit. Features include 19-inch Proteus silver alloys, a 13-inch touchscreen, heated front seats and steering wheel, tri-zone climate control and a power-opening tailgate with Skoda's Virtual Pedal function. Drivers also benefit from advanced tech such as Predictive Adaptive Cruise Control with Traffic Jam Assist and keyless entry.

A £2,500 Plus package is also available. This adds LED matrix lights, an electrically adjustable driver's seat with memory and massage functions, plus rear side airbags.



Skoda 110 R concept coupé's a retro delight

Antony Ingram

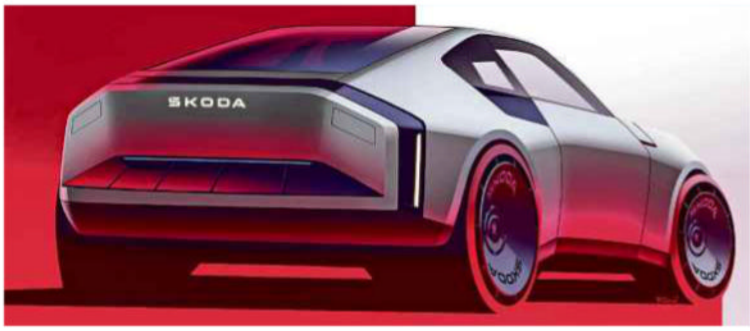
YOU need only take a look at the Renault 4 and 5, Alpine A110, Ford Bronco, Fiat 500e and the like to realise that retro styling is back – and the latest brand to embrace the trend is Skoda, with a concept reimagining its classic 110 R.

Originally built from 1970-80, the rear-engined coupé is probably better known to motorsport fans as the 130 RS European Touring Car Championship victor. However, the newcomer's designer, Richard Svec, emphasises that the concept isn't really a retro design, but a modern shape that takes inspiration from the classic. As with Renault's 5, you'd be hard pressed to make the connection to the older car if you weren't already familiar with it.

"I aimed to create a completely new form while integrating subtle nods to the character-defining features of the 110 R. I wanted the design to feel as innovative as possible," said Svec. He sees it as an elegant everyday coupé for young drivers who love motorsport.

The 110 R concept's EV set-up helped Svec keep the surfacing as clean as possible; with sliding covers revealing its tiny headlights, the front end references the lack of a traditional grille on the distinctive rear-engined original. A wraparound black insert is echoed at the back of the car, while other neat details include a black trim panel below the rear quarter windows that references air vents on the original 110 R, and eighties-style alloys.

The new design currently exists only as renders, so there's no clue to power, range or size. It's interesting, though, that Skoda is showcasing a coupé, because if there's one other thing that seems to be making a comeback, it's this much-missed bodystyle. With a new Honda Prelude on the way and Audi hinting at a next-generation TT, maybe the traditional two-door is set to return as the next big thing.



Electric-powered newcomer pays respects to Skoda's classic 110 R

Tesla upgrade is stalk of the town

IN a win for common sense, Tesla has substituted a proper indicator stalk for its fiddly buttons.

The latest Model 3 may have only launched last year, and the newly updated Model Y this year, but Tesla has just given both EVs a big upgrade. Each gets more range, new technology and something we have been crying out for – that conventional indicator stalk.

Thanks to upgraded battery packs, the Model 3 now has a 323-mile range in the entry-level Rear-Wheel Drive, 466 miles in the single-motor Long Range Rear-Wheel Drive, 445 in the dual-motor version and 355 in the Performance. This represents increases of up to 30 miles across the line-up. The Model Y Long Range All-Wheel Drive also goes from 364 miles up to 390.

Pricing remains unchanged, with the Model 3 starting at £39,990 and the Model Y kicking off at £44,990. The hot Performance tops the range at £61,990.

AUTO EXPRESS

FIRST FOR DRIVES

22 ALL-NEW JAECOO 5
Loads of space for the money

24 DS NO4 E-TENSE
New name, EV power for DS 4

30 TESLA MODEL Y PERFORMANCE
Is this the ultimate driver's SUV?

Kia PV5

FIRST DRIVE Why the new Cargo-based Passenger model is so much more than a van with windows

"With all the hardware mounted low and ahead of the driver, this car majors on functionality"

PRACTICALITY
Well laid-out dash and numerous storage spots add to Kia's usefulness, while square luggage space is versatile and has a low load lip

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HAS the unrelenting popularity of SUVs finally plateaued? Are buyers becoming wise enough to the inherent compromises in space and efficiency to divert their hard-earned cash into something boxier and more family friendly?

Kia is hoping so, and its answer is this: the all-new PV5 Passenger. It's based on the PV5 Cargo, and is an alternative to Volkswagen's retro-styled ID. Buzz, as well as to seven-seat SUVs such as the Peugeot E-5008 and Hyundai Ioniq 9. Pre-orders are open now, and deliveries are due before the year's end.

Measuring 4,695mm long, the PV5 is 17mm shorter than the base Buzz, and while a choice of five and seven-seat layouts will be available, there's no extra-long version as offered on the VW. In addition to being a little more compact, the Kia is also down on power, range and charging speed compared with its European counterpart.

More on those points in a moment, however, because the fact is the new Kia is also a lot cheaper to buy. While we don't yet have full UK spec, the maker has confirmed that the Cargo version will start from £27,645 (plus VAT) before the plug-in van grant, while the seated model we're driving here costs £32,995 if you can make do with the smaller battery and cheaper trim. At the time of writing, you can't buy a Buzz for less than £59,135.

The PV5 uses Kia's E-GMP.S platform, which has a couple of intricacies that may be of benefit in the real world. The first is its Cell-to-Pack (CTP) tech which, with increased battery density, should offer tangible efficiency gains. The second is its front-driven layout; with all the hardware mounted low and ahead of the driver, this car majors on functionality – which is what MPVs should do best.

Opening the painfully slow electric tailgate reveals a huge, square, open space with a remarkably low load lip that will make hauling heavy or bulky items into the boot a cinch. Total luggage volume with the second row of seats in place stands at 1,320 litres – and that's measured only to the parcel shelf. Fold those seats and you'll have something akin to a van – albeit with a big step in the floor to account for the rear bench. Just beware that you'll need to leave plenty of room behind the vehicle when parking, because there's no separate-opening glass section through which to throw shopping bags or luggage.

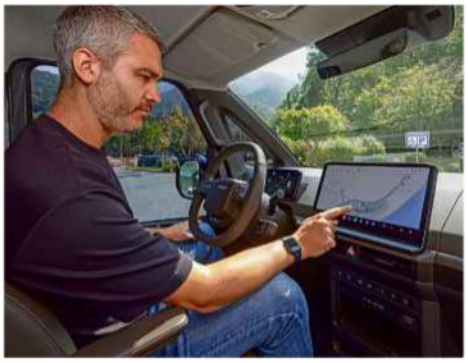
Moving to the passenger compartment, that feeling of space continues. Up front, the low window line, cleverly disguised by the black exterior trim, gives a great view out, while in the back that tall roof and boxy shape once again trump even the mere notion of an SUV when it comes to outright practicality. There is more leg and headroom than a six-foot adult will know what to do with, and the totally flat floor will keep even those in the middle happy. It's a shame Kia didn't choose to fit three individual seats, however; the bench splits and folds 60:40, and only the outer chairs have Isofix mounts.

Another small annoyance is that the front windows can't (or won't) lower completely, while those in the

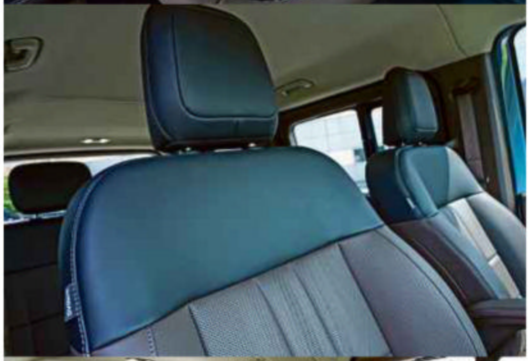
ESSENTIALS

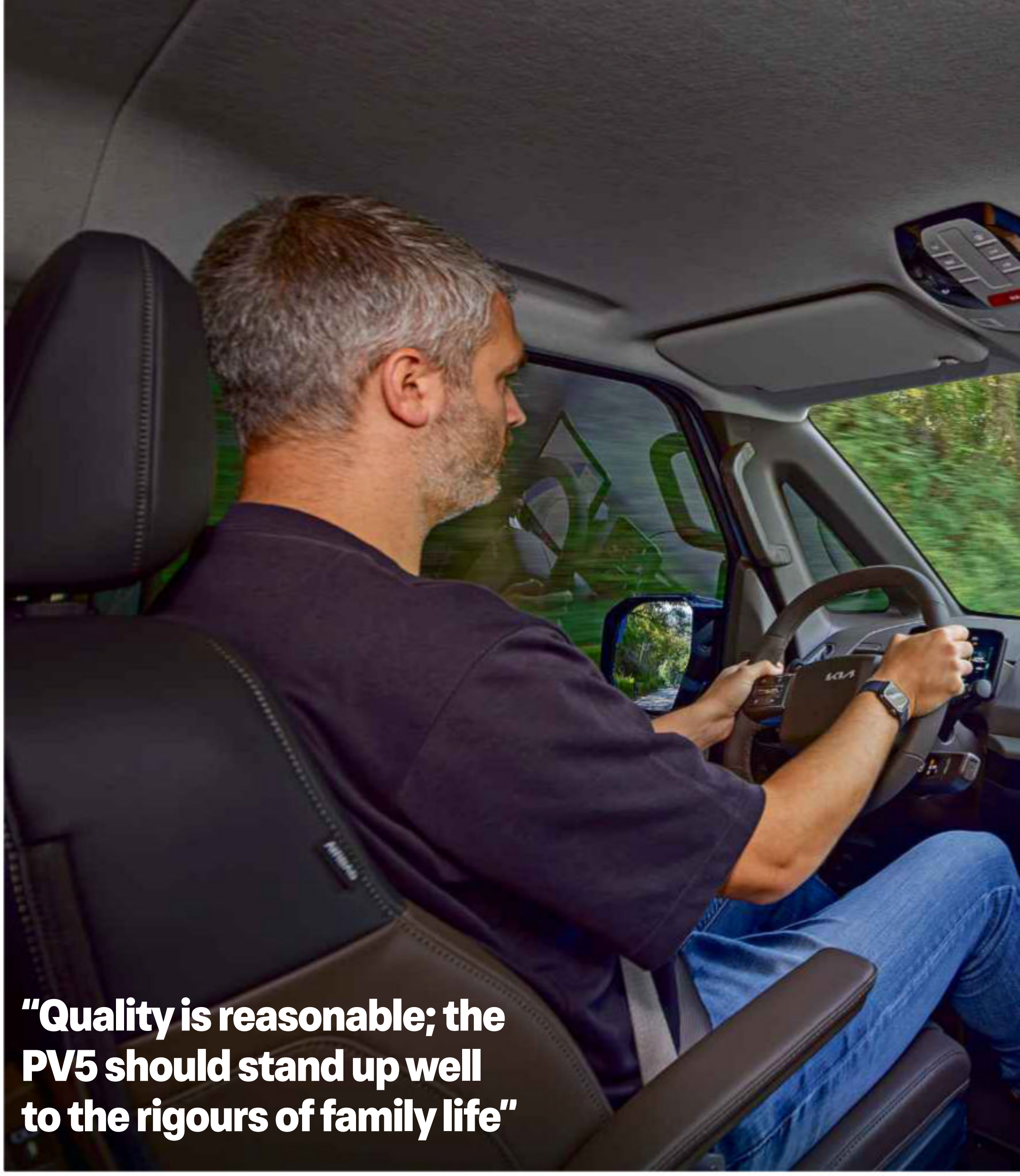
Kia PV5 Passenger Long Range Plus

Price: £38,295 **On sale:** Now
Powertrain: 71.2kWh battery, 1x e-motor
Power/torque: 161bhp/250Nm
Transmission: Single-speed auto, fwd
0-62/top spd/range: 10.7sec/84mph/256 miles
Max charging: 150kW (10-80% in <30 mins)
Size (L/W/H): 4,695/1,895/1,923mm



TECHNOLOGY
Responsive infotainment boasts sharp graphics and decent functionality, and it is set up to support third-party apps, too





“Quality is reasonable; the PV5 should stand up well to the rigours of family life”

back are restricted to a small sliding porthole. Our car was an early five-seat model, so at this stage we’re unable to offer any verdict on the third row, although we suspect – given the size of the boot – that big kids will be just fine back there. Certainly more so than those forced into the rear of an E-5008.

While the Cargo van comes with three battery options, this Passenger variant is available only with the larger 51.5kWh and 71.2kWh set-ups. Kia UK hasn’t detailed specs for the smaller battery, but industry data expert CAP quotes a maximum range of just 183 miles for the cheaper model. Despite the attractive starting price, for an extra £3k we think it seems sensible to step up to this Long Range, which, on paper, extends the van’s usability considerably – topping out at 256 miles on the WLTP test cycle.

We found that estimate to be rather conservative, too. During our drive in South Korea we covered more than 120 miles over a mixture of roads – including plenty of motorway and stop-start urban work – and we averaged a thoroughly respectable 4.1 miles per kWh in mild conditions. Even if you factor in the PV5’s reduced usable battery capacity of around 67kWh, that’s nearly 275 miles on a full charge.

Despite shunning the EV6’s 800-volt electrical architecture in favour of a more affordable 400V

DRIVING
Stable, nippy, comfortable and quiet, as well as safe and manoeuvrable around town – it all adds to the PV5's car-like feel

DETAILS
Van-based cabin is very roomy and comfortable for all occupants, with sliding rear doors boosting access and practicality

set-up, the PV5 boasts charging speeds of up to 150kW. That's down on the Buzz's 200kW peak, but competitive enough among rivals. It means a 10 to 80 per cent top-up should be achievable in around 30 minutes, via the nose-mounted charge port.

There are two trims to choose from: Essential and Plus – although the latter is available only with the larger of the two batteries. Again, Kia hasn't detailed exactly what kit each version will get, but CAP suggests all models feature twin-screen infotainment with reversing camera, wireless Apple CarPlay and Android Auto, as well as a six-speaker stereo, automatic climate control and LED lights, plus relatively modest 16-inch alloy wheels.

Upgrade to Plus and, again according to CAP, you'll add things such as a powered tailgate, heated seats and steering wheel, wireless phone charging plus additional safety features including blind-spot assist and smart cruise control. You'll also throw in 'vehicle to load' (V2L) capability – and for just £2,300 more than Essential spec with the bigger battery. All things considered, we would make the rare recommendation to opt for the range-topping trim.

Quality is reasonable, if far from exceptional, but the PV5 should stand up well to the rigours of family life. There are sufficient cubbies and storage spots – including two set into the floor by the driver and front passenger's feet. We're not sure what you'll end up using these bins for, however, because they are not the most accessible or easy to open.

The new infotainment feels responsive enough, with sharp graphics and decent functionality built in. Kia even says this is set up to support third-party apps, which will be of particular interest to those looking to run a PV5 Cargo for their business. Such systems could allow customers to control the refrigerated rear compartment, for example, or use a route-planner for parcel drop-offs.

If the PV5 has got this far with so few blots on its scoresheet, the way it drives could be considered virtually inconsequential. As long as it can get you from A to B with little fuss, it's a winner, right? Sure, but the capable Kia is so much more than that; we found it to be stable, nippy, comfortable and quiet, as well as safe and manoeuvrable around town. It feels remarkably car-like for something that shares its platform and body with a panel van.

You could reasonably expect the 161bhp e-motor to struggle on the open road, yet while we were never travelling with more than two occupants, even the PV5's Eco setting had enough grunt to keep pace with other traffic. This seemed to have a positive effect on the range read-out, too, so we left it in the most efficient mode for the majority of our drive.

We found the steering to be light, but the suspension did a great job of soaking up bumps, even on the countless sections of rough or rutted highway to the west of Seoul. We thought refinement was excellent for something so bluff-fronted, too.

The brakes are also worthy of mention. While the pedal feels smooth and progressive, we relied heavily on Kia's intuitive multi-stage regenerative set-up during our drive. This is easily adjusted via steering-wheel paddles and can go from friction-free coasting to forceful one-pedal driving at the flick of a switch. Treat it like old-school engine braking, and you'll barely even brush the brakes in day-to-day driving.

AEX VERDICT ★★★★½

YOU might struggle to believe that a glorified van with windows could warrant such a high star rating, but the Kia PV5 moves the needle when it comes to big, affordable electric cars. Granted, the model driven can't yet carry a full rugby sevens team, but – assuming it doesn't command a big premium – it could be the best-value new car of 2026.

Jaeco

Paul Barker

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YES, it's another new Chinese brand offering a confusing array of names and numbers, but Jaecoo is worth paying attention to.

Along with sister firm Omoda, and its parent company Chery, Jaecoo is making serious inroads into the UK, with the Jaecoo 7 SUV – its first model – among the UK's top 10 sellers in August. Now the company's range is expanding with the Jaecoo 5, a more traditionally shaped SUV version of the Omoda 5 crossover, which is already on sale.

Coming either in full-electric E5 form or with the 1.6-litre petrol driven here, the 5 sits neatly between rivals: bigger than a Nissan Juke or Skoda Kamiq, but not as big as their Qashqai or Karoq brothers.

On paper, things look impressive. The top-spec £28,000 Jaecoo 5 Luxury costs only a touch more than a mid-spec Juke N-Connecta and undercuts the Kamiq SE L by almost £3,000. Confusingly, the Jaecoo is priced very close to the Omoda 5, with which it shares its underpinnings and powertrain, so picking between the two comes down to whether you want the Omoda's swoopy styling or the Jaecoo's more upright, traditional SUV look.

The Jaecoo 5 also offers an entry-level Pure trim at just £24,505 if you can do without a few niceties. But even at this price, you still get 18-inch alloys, a 13.2-inch touchscreen with wireless Apple CarPlay and Android Auto, and a suite of safety kit.

The styling of Jaecoo's first model, the 7, has been compared to Range Rover's Evoque and Velar, and the smaller 5 very much keeps things in the family. The petrol model also keeps the huge toothy grille, which is the main differentiation between the petrol and electric version, with the latter getting a more subtle, body-coloured front end.

The cabin is dominated by the big 13.2-inch portrait touchscreen, but is otherwise clean and neat, with pleasingly comfortable leather seats in the higher-spec Luxury trim level. As in many mainstream cars, quality in the eyeline is good, but further down, its low-cost reality is betrayed.

Power comes from a 1.6-litre petrol engine without any sort of hybrid help, which means the Jaecoo 5 is a bit off the pace for efficiency. Its 143bhp engine can't beat 10 seconds for the 0-62mph sprint, and economy is well away from the hybrid Nissan Juke's 58.9mpg, at just 41.0mpg. Our mixed test drive returned around 35mpg.

But that's not the end of the bad news from an engine that's unrefined and not helped by the various drive modes. In Normal, the throttle response is way too eager, resulting in a surge as you come on and off the accelerator. Switch to Eco and it becomes a touch too lethargic, but it's definitely more pleasant when you're not in a hurry. Sport mode doesn't seem to add much to the mix over the rather abrupt Normal setting.

The ride is also a bit choppy, although inoffensive, and there's tyre noise at high speed from the 18-inch tyres. Meanwhile, the steering reacts quickly enough, but is pretty devoid of feel.

Jaecoo says it's been working on the assistance systems, which were criticised in previous models, and in the 5 there is certainly less immediate binging and bonging. Swiping the corner of the touchscreen brings up the assistance settings, so you can engage or disengage them easily.

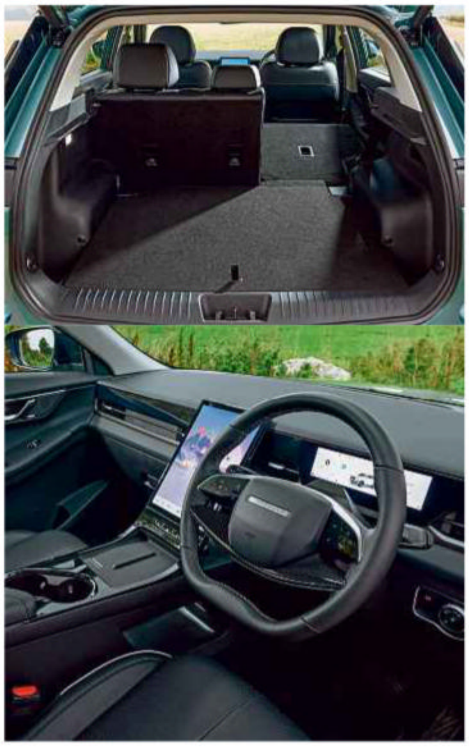
The touchscreen itself controls everything, and it's well laid out, but it doesn't always respond to the first prod of a finger. Fans of physical buttons will be disappointed to see a cabin devoid of such adornments, but at least the climate control is only

> **"As in many cars, quality in the eyeline is good, but further down, its low-cost reality is betrayed"**

ESSENTIALS

Jaecoo 5 Luxury

Price: £28,000 **On sale:** Late October
Powertrain: 1.6-litre four-cylinder petrol
Power/torque: 143bhp/275Nm
Transmission: Seven-speed automatic, front-wheel drive
0-62/top speed: 10.2 seconds/113mph
Economy/CO2: 41.0mpg/159g/km
Size (L/W/H): 4,380/1,800/1,595mm



INTERIOR The space inside the Jaecoo 5 is its major selling point. It will take four six-footers in comfort, and the boot is generous

STYLING Some say Jaecoos look a lot like Range Rover Evoques; we can see the resemblance

JAECOO
LJ75 DFY

oo 5

FIRST DRIVE Second model from affordable Chinese brand offers familiar SUV styling and loads of space for the money

> **"Power comes from a 1.6-litre petrol engine without any hybrid help, so the Jaecoo is off the pace for economy"**

ever one upward swipe away, and there are lots of voice-activated commands if you want to use them.

There's plenty of headroom in the back, and two six-footers can comfortably sit behind equally tall front-seat occupants. Boot space is also good, with the 480-litre area beating the Juke's 422 litres.

This is a car that will be bought on price, spec and styling. The driving experience is not its strongest suit, but it's not so bad that it will provoke the sort of regret in a buyer that outweighs the positives.

VERDICT ★★★⯨☆

THE Jaecoo 5 should appeal to the kind of buyer that appreciates the equipment and space it offers for the money. But the driving experience, especially the petrol engine, really lets things down in terms of performance, refinement and efficiency – and that's where the top rivals, such as the Nissan Juke and Skoda Kamiq, are better options.

PERFORMANCE No4 works well with electric power, allowing easy overtakes on the motorway and decent progress around town

DS No4 E-Tense

FIRST DRIVE The car formerly known as the DS 4 is back with a new look and – for the first time – an electric powertrain

Alastair Crooks

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THERE'S not quite a full-blown revolution going on at DS, but the French brand is certainly changing things up this year. It's going from simply numbering its models to a new 'No' naming strategy and the latest to benefit is the No4, an updated version of the old DS 4.

That's not the most important aspect of the new No4, however, because for the first time, DS's family hatch is offered with pure-electric power.

DS says that gives the No4 an advantage against rival premium hatches such as the Audi A3, BMW 1 Series and Mercedes A-Class, because none of them offers an EV. What it also does is open up the DS No4 to new rivals. Priced from £36,995, the EV targets high-spec versions of the Volkswagen ID.3 and Cupra Born, and the base Tesla Model 3.

The No4's design clearly mimics DS's flagship No.8 model, which sits on parent firm Stellantis' STLA Medium architecture. However, the DS No4 uses the same EMP2 platform as the DS 4.

The figures for the new E-Tense aren't earth-shattering, but they are competitive. Whether you go for the entry-level Pallas trim or the Etoile version we tested, the range is 280 miles. During our test drive in Portugal, the DS returned 3.8mi/kWh, meaning a real-world range of 221 miles.

Despite this, having also tried the No4 with the new Hybrid 145 powertrain and as a plug-in hybrid (with a bigger battery than the DS 4 PHEV), we came away thinking the pure-EV is the one to have.

DS is squarely targeting the premium sector (which was evident from the brand's frequent references to Mercedes and BMW during its presentations), so offering a silent powertrain with oodles of torque, but without feeling sporty, seems to be the obvious option for the DS.

Indeed, electric power suits the No4 to a tee. Around town the motor is peppy and responsive, while on the motorway we could overtake on a whim. While the silence of the powertrain gives way to a little hum for pedestrians at low speed – which is audible in the cabin – refinement is further boosted by acoustic glass all around.

At 1,793kg, the No4 E-Tense is far heavier than the 1,454kg mild hybrid and 1,663kg plug-in hybrid. But that does the ride no harm; in fact, the E-Tense is the smoothest of the bunch. As you'd expect from DS, the No4 is set up for comfort and thanks in part to its crossover-esque proportions, there's loads of suspension travel to soak up the nastiest bumps and potholes. Even more impressive is the fact this ride quality comes on relatively large 19-inch wheels, which are standard fit.

You might think the slightly raised profile (over a regular hatchback) and the weight would mean the No4 is no good in the bends, but switch it from Eco or Normal to Sport mode and there's a surprisingly noticeable change in steering heft. You won't go seeking out your favourite road in the No4, but it's nice to know the steering feels responsive, while there's decent grip and not too much body roll.

When we ran a DS 4 as a long-term test car, the interior design was a real highlight and it remains so in the No4. The air vents in the doors (a wonderfully nineties bit of design) help give the dash an expansive look and there's very little piano black plastic on display. In fact, the majority of the materials used in the No4 are excellent, whether you go for the Pallas with its soft-touch, dimple-effect dash and intricately stitched seats, or our Etoile variant's swathes of black Alcantara.

"There's loads of suspension travel to soak up the nastiest bumps and potholes"

The interior isn't perfect, though. For the No4, DS has removed the gesture control panel, which was unpopular with customers. This means you rely more on the newly added touchscreen and the voice control system. We found it quite slow to respond, while the nav was laggy – and at points completely wrong. Thankfully, Android Auto and Apple CarPlay are standard across the board and easy to connect.

In every model, the front of the cabin is a lovely place to be – and you'll be the envy of rear-seat passengers, because it's very tight back there if you're over six foot tall. The boot isn't the most spacious at 390 litres, but in the mild hybrid, this goes up to 430 litres; the PHEV offers only 360.

REFINEMENT Silent electric powertrain is complemented by standard-fit acoustic glazing all round, making this an extremely quiet car

ESSENTIALS

DS No4 E-Tense Etoile

Price: £41,860 **On sale:** Now
Powertrain: 58.3kWh battery, 1x e-motor
Power/torque: 213bhp/345Nm
Transmission: Single-speed automatic, front-wheel drive
0-62/top speed: 7.1 seconds/99mph
Range: 280 miles
Max charging: 100kW (0-80% in 31 mins)
Size (L/W/H): 4,400/1,830/1,470mm

VERDICT ★★★⯪☆

THE No4 sticks to the DS 4's brief of providing a refreshing alternative in the premium family hatch market – one that focuses on comfort and interesting design rather than sportiness. The No4 is at its best with an electric powertrain, but it's up against a load of excellent rivals, so you'll really have to fall in love with its looks and comfortable ride quality to want to choose it over the competition.

Tesla Model Y

FIRST DRIVE Is outrageous acce
latest iteration of the Performanc

Alex Ingram

Alex.Ingram@autoexpress.co.uk

ESSENTIALS

Tesla Model Y Performance

Price: £61,990 **On sale:** Now
Powertrain: 78kWh battery (est), 2x e-motors
Power: 454bhp
Transmission: Single-speed, four-wheel drive
0-62/top speed: 3.5 seconds/155mph
Range: 360 miles
Max charging: 250kW (10-80% in 29 mins)
Size (L/W/H): 4,796/1,982/1,611mm

ON THE ROAD

Extra driver tech and enhanced engineering boost the seriously quick newcomer, but the driver still feels a little detached

DOES a family SUV need to do 0-62mph in 3.5 seconds? That's what the Tesla Model Y Performance is capable of. It means this all-electric SUV, with its generous cabin space and huge boots both front and rear, has the chops to keep pace with an Aston Martin Vantage in a traffic-light Grand Prix. All the more impressive for £61,990.

But we doubt many shoppers are comparing the specs of a Model Y and a beautiful British GT when considering their next set of wheels. Instead, the Tesla has a few more intriguing and evenly matched rivals; most notably the £65,100 Hyundai Ioniq 5 N, and the less extreme, £50,995 MG IM6 Performance.

The American brand's outrageous acceleration figures alone are often enough to convince buyers, yet a driver's car needs more than that to be entertaining. And it's to those bits that the engineers of the Performance have turned their focus here.

Styling is an easy place to aim for if you want to draw in the admirers, and in this respect the Performance is off to a strong start. It adopts the new frontal treatment of its revised Model Y rangemates – including the slim Cybertruck-style lightbar – but it also gains bolder air intakes in the bumpers to show off its extra sporting intent.

New forged 21-inch alloys – wider at the front than the rear – fill the wheelarches and look great, and a carbon-fibre rear lip spoiler adds balance to the overall shape. Such changes are claimed to have reduced aerodynamic drag by 10 per cent compared with the pre-facelift Performance, and cut lift by 64 per cent. Our test car's Ultra Red paint really popped in bright sunlight, too.

Inside, the Performance gets more figure-hugging seats than before, and a new, higher-resolution 16-inch QHD touchscreen replaces the old 15.4-inch unit. It's the brightest, sharpest display we have ever tested, and it responds as quickly as they come. It is currently available only in the Performance, but we expect it will be rolled out to the rest of the Model Y range very soon.

Of course, it controls pretty much every function. That's okay for, say, the mirror and steering-wheel adjustment, yet it's much harder to approve of more regularly used headlight and wiper controls in the same place. While the flasher and washer buttons are conventionally placed on the wheel, we would be happier with a less minimalist cabin that incorporated an extra stalk for the key controls.

The latest car uses the same Performance 4DU powertrain as its Model 3 equivalent. With 454bhp, it makes 32 per cent more peak power and 22 per cent more continuous power than the outgoing model. Torque is up 16 per cent, too.

It's no surprise to learn that the Model Y is seriously quick, while the quality of the powertrain calibration really shines. The throttle is superbly responsive without being hyperactive, while the brake motor regeneration is also excellent– and rather more progressive than before. The two-setting regen adjustment is a massive help, too.

As for the suspension, the fundamentals from the Model 3 Performance have been tailored for the Y's taller body. These include adaptive damping, while further re-engineered set-ups improve steering precision and ride comfort, as well as increase torsional stiffness.

As a result, this is the most sophisticated Model Y yet in terms of its chassis; body roll is well contained, grip is excellent and the stability control system well judged. As in the standard Y, refinement is impressive, but we struggled to differentiate between the two suspension settings. Also, the physical brakes don't feel up to the task of slowing down something with so much straight-line speed.

So the Performance is very effective at covering ground, yet as before it still leaves a keen driver feeling rather detached. The steering is the main point of blame. The geometry changes are certainly positive, but it's too sensitive and there's little to no feedback. This makes it hard to judge the limits of grip. Driver involvement is far better in the Ioniq 5 N.

The Model Y has a claimed 360-mile range – which is 82 miles more than the Hyundai's. Before

Y Performance

eleration enough to make the
ce the ultimate driver's SUV?

Pete Gibson

STYLING
New alloys look great, while a lip spoiler hints at extra muscle and is claimed to boost aerodynamics

we started driving in a more spirited fashion, however, our efficiency translated to an estimated range of just over 300 miles. We will be putting the Tesla through a much more thorough range test soon, though, and will report back.

But for all of this, the biggest stumbling block with the Model Y Performance is that the standard car is so compelling. A Long Range Rear Wheel Drive might not have a 3.5-second 0-62mph time, yet at 5.4 seconds, it's hardly slow. It's not as sharp to drive, agreed – but the Performance lacks that final sparkle which would make it a true driver's car. Add in the fact that the lesser version travels 387 miles on a charge and – crucially – costs £14,000 less, and it's where our money would go.

AEX VERDICT ★★★★☆

AS with the rest of the recently revised Model Y range, the Performance takes a step forward over its predecessor. Faster in a straight line, more competent through the corners, and more refined and efficient, too, it's a very compelling all-round package. Despite this, it still misses out on the feel and feedback that would make it a worthy driver's car.

Its main issue, however, is the rest of that updated Model Y range. Lesser versions are more than quick enough for most people, so there's not a massive benefit in spending a big chunk of extra cash for the hottest option.

SKODA FABIA R5
The brutal Fabia R5 is the most successful Rally2 car of all time

Nathan Morgan

Tom Jervis

Thomas.Jervis@autoexpress.co.uk

COMPROMISE is often the name of the game when it comes to performance cars; you usually have to give up something – whether that be comfort, practicality or, most commonly, price – if you wish to transform an everyday motor into a hardcore driving machine.

This isn't the case with Skoda vRS models, however, because thanks to the Czech manufacturer's focus on value and everyday performance, this speedy sub-brand has struck a chord with British buyers in particular.

Once little more than the butt of a bad joke, Skoda now outsells the likes of Renault, MG and even Tesla in the UK, and one in 10 new examples is registered wearing the vRS badge. So to find out what vRS is doing right for the Skoda brand, we headed deep into Welsh rallying territory to get behind the wheel of some iconic models from across the sub-brand's history, and speak to one of the key figures behind it all: Bjorn Kroll, Skoda's head of product marketing.

WHAT DOES vRS MEAN?

FIRST and foremost, it's worth acknowledging the history of vRS and what those three letters actually mean. Officially, vRS stands for 'Victory Rally Sport', although such an abbreviation was primarily chosen because Ford believed that it held the copyright to the 'RS' moniker in the UK – despite the American giant choosing to spell 'Rallye' with an 'e' suffix.

Nevertheless, to avoid any courtroom drama, Skoda instead opted to add a small 'v' at the front. This was also a nod to the *caron* typically positioned above the 'S' in 'Škoda', although in this instance it denoted 'victory'. However, just to confuse things further, hot Skodas sold outside the UK still get the 'RS' designation, despite sharing the same logo derived from a racing livery worn by the successful Skoda Favorit rally car.

SKODA'S MOTORSPORT HERITAGE

SPEAKING with Auto Express, Kroll says: "The vRS badge is one of the most important pillars of Skoda's brand identity, because it ties together heritage, performance and emotion."

While Skoda might not be a brand one immediately associates with motorsport, its history with racing goes all the way back to 1901, when a Laurin & Klement (Skoda's predecessor) motorcycle was entered into a long-distance race from Paris to Berlin. The type of motorsport the company truly made its mark in, however, was rallying. Over the decades, Skoda achieved podium places across multiple classes with cars such as the Popular Sport, Felicia and Favorit – the last of which even clinched the FIA 2-Litre World Rally Cup in 1994.

Skoda's rallying success continues today with the Fabia R5 and its successor, the Fabia R5 Rally2. To give us a taste of what a true Skoda rally car can do, the firm organised a ride in an R5 at the Sweet Lamb Motorsport Complex

The most successful Rally2 car of all time, the Fabia R5 offers similar weight and power to that of the full-fat Octavia WRC. If you've never ridden shotgun in a rally car before, nothing can prepare you for the sheer brutality of it; the boom of the Fabia's 1.6-litre petrol engine was just as relentless as the manner in which it scrambled up the twists and turns of Sweet Lamb.

The harsh gearshifts of the R5's sequential manual transmission make the automatics of modern road-going vRS models feel buttery smooth, while a big jump at the end of the

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FAST BRAND
SERIES #7 SKODA

WHAT

PAST, PRESENT AN

Rally-inspired name recas

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vRS
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SKODA
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> “THANKS TO SKODA’S FOCUS ON VALUE AND EVERYDAY PERFORMANCE, THE SPEEDY vRS SUB-BRAND HAS STRUCK A CHORD WITH BRITISH BUYERS”

T IS SKODA *vRS*?

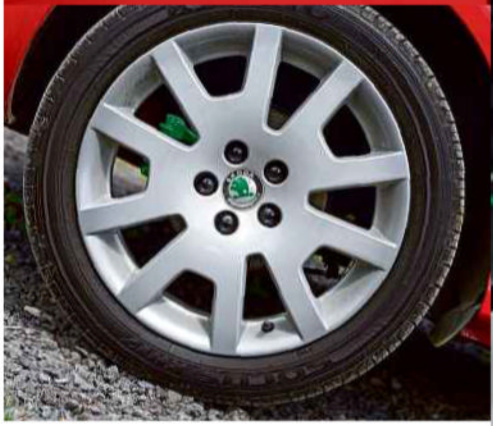
D FUTURE OF THE PRACTICAL PERFORMANCE CAR BRAND

st everyday models as hardcore variants – and transformed Skoda’s image

THE ORIGINALS
First-generation Fabia and Octavia vRS were the first hot Skodas to be developed following Volkswagen Group's acquisition of the Czech brand in 1991

FAST BRANDS
SERIES #7 SKODA vRS

> "FABIA vRS'S 1.9 DIESEL DELIVERS STRONG POWER IN THE LOW AND MID-RANGE; IT FEEL A LOT MORE MUSCULAR THAN THE NUMBERS MIGHT SUGGEST"



RACING HERITAGE
Skoda's association with motorsport stretches from 1901 to the current day

Sweet Lamb run felt akin to the renowned 'Fafe jump' of the Portuguese Rally, where the updated Rally2 Evo made its debut in 2019 and subsequently took victory.

WHAT WAS THE FIRST SKODA vRS MODEL?

THE Fabia R5 is based on the Fabia vRS road car. However, the Fabia was not the first Skoda to get the RS designation – nor was the Octavia vRS that many assume was.

Back in the seventies, Skoda developed the 200 RS rally prototype in order to compete in higher competition classes. Boasting a 161bhp 2.0-litre engine linked to a five-speed Porsche-derived manual gearbox, plus a lightweight bespoke aluminium body, the 200 RS was poised to fare well against the competition, which at the time included the legendary Lancia Stratos and Alpine A110.

Along with the smaller-displacement 180 RS, the Skoda prototype saw only a handful of races before the sport's governing body, the Fédération Internationale de l'Automobile (FIA), banned non-series-production prototypes. The following year, however, saw the arrival of the 130 RS, which took victory not only at the 1977 Monte Carlo Rally, but at the 1981 European Touring Car Championship title as well.

It wasn't until 2001 that the vRS brand as we know it today was launched with the true icon that was the Skoda Octavia vRS. One of the first cars to be developed following Volkswagen Group's acquisition of the Skoda brand in 1991, the Octavia and the subsequent vRS variant were landmark models for the Czech automotive manufacturer, with the latter being produced to commemorate Skoda's growing confidence within the World Rally Championship (WRC).

Incorporating high-quality items from the Volkswagen parts bin, the first-generation Octavia – as with the fourth-generation car on sale today – was based on the contemporary Golf. Also similar to now, the original vRS also shared the Golf GTI's 1.8-litre four-cylinder engine, which produced a healthy 178bhp.

The first Octavia vRS doesn't feel particularly fast when driven today – its modern vRS equivalent boasts roughly 80 horsepower more. There is quite a bit of turbo lag in the original, but pass 3,000rpm and there is noticeably more shove, with peak power being delivered at 5,500rpm. It's not an engine that particularly revels in being revved, though, nor does the exhaust note provide much zing or zest.

What the Octavia does feel, though, is palette cleansing; the vRS is nowhere near as knuckle wrenching as some hot hatches of its era, yet its relatively light steering offers plenty of progression, which gives you the confidence to hurl the car into a corner with gusto and make use of the surprising amount of grip on offer.

The most defining part of the Octavia vRS recipe, however, is the ability to throw the soft-yet-satisfying gearstick into a higher ratio and cruise along in comfort and even something close to efficiency. We found the ride and seats to be more than comfortable enough

BJORN KROLL Head of product marketing, Skoda

"THE vRS BADGE IS IMPORTANT FOR SKODA BECAUSE IT TIES TOGETHER HERITAGE, PERFORMANCE AND EMOTION"

for everyday use, while the Octavia's relatively compact dimensions make it easy to drive on both fast country and busy urban roads.

All of this made the original Octavia vRS a great option for those looking for something with sporting prowess, but which also wasn't spine-shattering to live with every day. As a result, Skoda sold a respectable 1,457 units in the UK throughout the car's five-year production run.

"The success of the Octavia vRS has given Skoda its own 'halo car'," Kroll explains. "It's iconic in Europe, and is often the entry point into the brand for enthusiasts."

SKODA'S SWEET SPOT

FOLLOWING the arrival of the Mk1 Octavia vRS, Skoda immediately knew it had found a formula that worked – one that struck a more desirable balance between offering high performance without the extreme compromises that rivals with deep associations with performance often had.

"We believe the balance of sportiness and usability makes vRS unique compared with purely performance-driven brands," Kroll says.

Skoda's second vRS model perhaps embodied this philosophy to an even greater degree; the first-generation Fabia vRS curiously utilised a Golf-derived 128bhp 1.9-litre diesel powertrain. This didn't quite have the same level of rortiness as its petrol-powered successor – blindfold someone and they'd be forgiven for thinking the sound was coming from a van. However, it delivered strong power in the low and mid-range, making the hot Fabia feel a lot more muscular than the numbers might have suggested.

Of course, choosing this particular diesel powertrain means there's quite a bit of extra weight over the front axle. However, the limits to which you can push the car through a corner until it begins to understeer are further than you might expect, eliciting a big grin as we wove the car through the narrow and winding upland roads surrounding Sweet Lamb.

Yet despite its get-up-and-go nature, the Fabia vRS is very much unlike a typical performance car in the sense that it was cheap to buy and run when new – it claimed an official 55mpg. While it does lack the visual bling of rivals, not everyone wants an 'out-there' hot hatch, with many buyers instead favouring the understated purposefulness of vRS cars.

Even today, with Skoda's striking new Modern Solid design philosophy, vRS models don't stray all that far in terms of design from their standard counterparts except, perhaps, some black trim, larger alloys and, in some cases, bright green stitching on the inside.

"Modern Solid provides Skoda with a distinctive, functional and emotionally engaging design language that strengthens our brand identity," Kroll tells us. "That said, the design differentiation between vRS and non-vRS models remains consistent. We continue to follow the same proven formula, ensuring that vRS stands out through performance and character rather than a separate design direction."

SKODA vRS GOES ELECTRIC

SPEAKING of Skoda in the present day, it's hard not to mention the vRS brand's transition into the electric era. Admittedly this has been a difficult time for all automotive firms, as they grapple with both the benefits and the drawbacks inherent in the fundamental make-up of EVs.

"Every maker faces the same challenge: moving from light, agile hot hatches such as the original Fabia vRS TDI to heavier, two-tonne EVs such as the Enyaq vRS," Kroll explains. "Fortunately, tech advancements help offset this added weight. Take adaptive dampers (DCC), for example: they keep the car composed and responsive during spirited driving, yet deliver impressive comfort for daily journeys. It truly is the best of both worlds."

This is certainly the case for the newest Elroq vRS, the high-performance version of the current Auto Express Car of the Year. Even on the largest 21-inch wheels, the adaptive dampers ensure that the model is comfortable on long journeys, but switch the Elroq vRS into its sportiest setting and body roll is largely kept in check.

However, while vRS models have never been the most exhilarating options on the market, both the Enyaq and Elroq vRS models, despite their undeniable performance, could be accused of feeling somewhat sterile – primarily due to the lack of noise and feedback. Case in point: even with a rally-inspired wrap, the Elroq vRS couldn't disguise its light steering and lack of sensory stimulation when we drove it.

Skoda has taken both customer and journalists' opinions on board, though, and has previously

"EVEN ON 21-INCH WHEELS THE ADAPTIVE DAMPERS ENSURE THAT THE ELROQ vRS IS COMFORTABLE ON LONG JOURNEYS"

FAST BRANDS
SERIES #7 SKODA vRS
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ENYAQ vRS
Even the heavy Enyaq EV can offer the vRS experience thanks to technical advancements that help offset the added weight

OCTAVIA vRS MK3 Over the years the Octavia vRS has become a halo car for Skoda, with a particularly dedicated following in Europe

> **"PERHAPS IT'S A PLUG-IN HYBRID SET-UP THAT BEST REPRESENTS THE DUALITY OF vRS: COMFORTABLE AND QUIET, YET SENSORY AND POWERFUL"**

hinted that its next batch of hot EVs might feature elements such as augmented engine sounds and more aggressive tuning to inject some much-needed fun into the overall package.

Kroll says Skoda is "ensuring that any added sound or vibration [implemented] feels authentic and not artificial. Rather than simply imitating ICE engine noises, we create a unique character that enhances the driving experience in a natural way". When asked whether the brand is also developing a system to emulate the gearshifts of an auto car, Kroll says: "This is something we're exploring."

If you're not enraptured by Skoda's electric offering, worry not – because the manufacturer has already hinted that the next-generation Octavia vRS could retain a petrol engine in the form of a plug-in hybrid powertrain.

"The [now-discontinued] Octavia iV vRS marked a milestone as the first electrified vRS model, proving that driving excitement and eco-consciousness can go hand in hand," Kroll continues. "So why wouldn't that formula continue to work in the future?"

Perhaps, then, it's a plug-in hybrid set-up that best represents the admired duality of the vRS brand: comfortable and quiet most of the time, but sensory and powerful when you need it.

It will be a while before we see a fresh hybrid-powered vRS, with the next-generation hot Octavia set to be launched in 2027. Before that will be the arrival of the new electric Skoda Epiq small SUV, which will undoubtedly also be available in vRS guise.

As Kroll previously reassured us, however: "What you see on electric cars today, on vRS, is just the beginning. We will, for sure, try to push even more – going in the direction of what we are used to from the ICE cars."

ESSENTIALS

Citroen C3 Hybrid Max	Hyundai i20 DCT Advance
Price: £22,315	**Price:** £23,350
Powertrain: 3cyl inline/1,199cc	**Powertrain:** 3cyl inline/998cc
0-62mph: 9.8 seconds	**0-62mph:** 12.1 seconds
Test efficiency: 50.1mpg	**Test efficiency:** 49.6mpg
Official range: 485 miles	**Official range:** 436 miles
Annual VED: £195	**Annual VED:** £195

Pete Gibson

M

ETROPOLIS MASTERS

Superminis with auto boxes are more accomplished than ever, but which is the better self-shifter – Citroen's C3 or Hyundai's i20?

CITROEN C3 vs HYUNDAI i20

When it comes to ease of use in the city, we're looking for the auto supermini that ticks all the boxes

HEAD TO HEAD

A RECENT Driver and Vehicle Standards Agency (DVSA) data revealed that more than a quarter of young drivers took their driving tests in automatic cars, compared with around seven per cent just 10 years ago.

Some will put this down to the increasing number of electric vehicles on the used-car market – making the need to use three pedals far less vital than even a few years ago. But we'd also attribute it to the fact that automatics are so much better than they used to be.

Driving an auto, especially around town, is just so much easier than rowing through a manual gearbox while balancing a clutch pedal. So why make life hard for yourself?

Here, we're testing one of the superminis of the moment, which is available both as a fully electric car and as a petrol hybrid with an automatic gearbox. In electric form the Citroen C3 proved that EVs needn't be expensive to buy, but in two-pedal hybrid guise it requires even less cash.

To find out how well it fares, we're pitching it against the Hyundai i20. We know there's plenty to like here, and the i20 is available with a dual-clutch transmission, so we'll look to see how that compares to the Citroen's tech.

ON THE ROAD

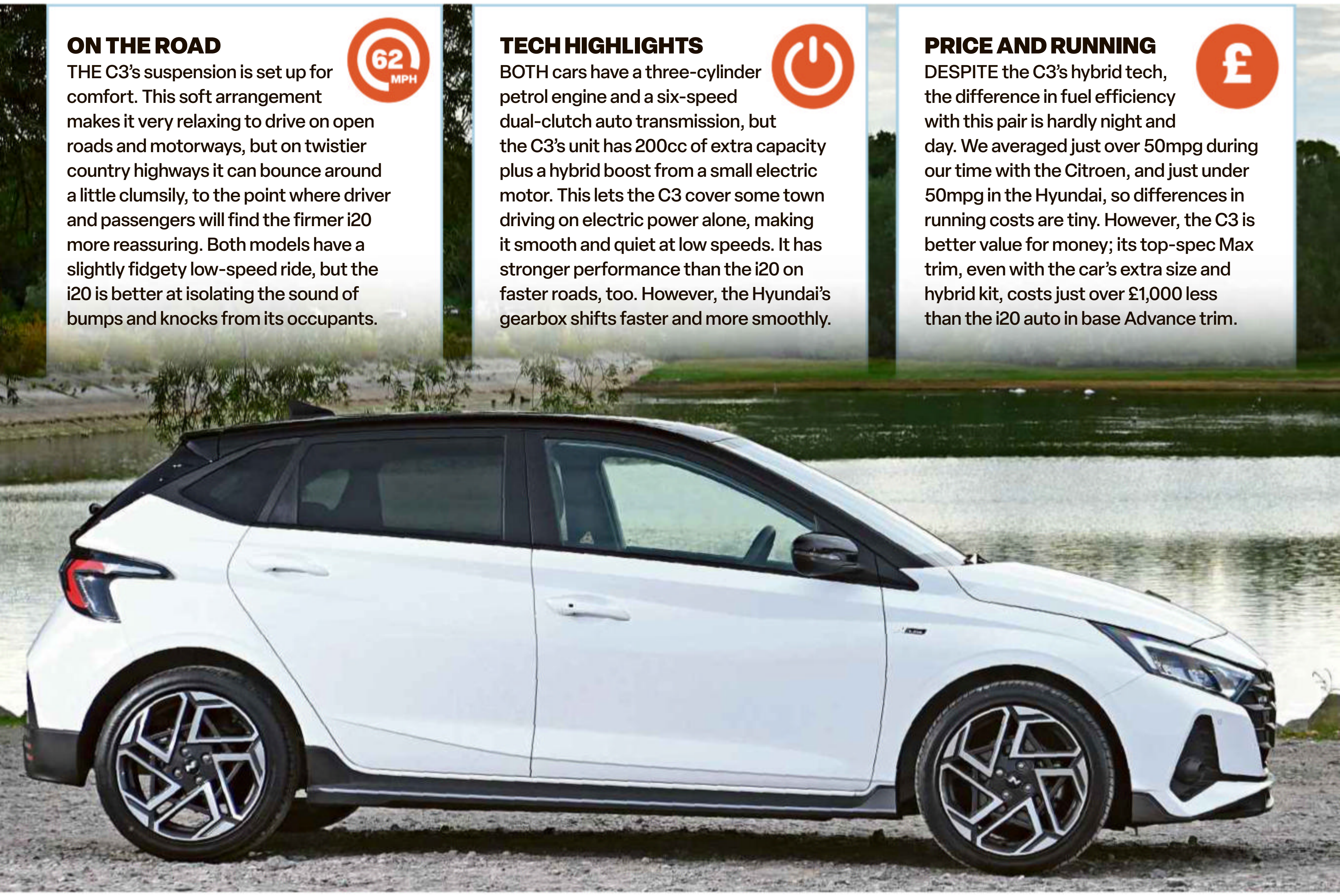
THE C3's suspension is set up for comfort. This soft arrangement makes it very relaxing to drive on open roads and motorways, but on twistier country highways it can bounce around a little clumsily, to the point where driver and passengers will find the firmer i20 more reassuring. Both models have a slightly fidgety low-speed ride, but the i20 is better at isolating the sound of bumps and knocks from its occupants.

TECH HIGHLIGHTS

BOTH cars have a three-cylinder petrol engine and a six-speed dual-clutch auto transmission, but the C3's unit has 200cc of extra capacity plus a hybrid boost from a small electric motor. This lets the C3 cover some town driving on electric power alone, making it smooth and quiet at low speeds. It has stronger performance than the i20 on faster roads, too. However, the Hyundai's gearbox shifts faster and more smoothly.

PRICE AND RUNNING

DESPITE the C3's hybrid tech, the difference in fuel efficiency with this pair is hardly night and day. We averaged just over 50mpg during our time with the Citroen, and just under 50mpg in the Hyundai, so differences in running costs are tiny. However, the C3 is better value for money; its top-spec Max trim, even with the car's extra size and hybrid kit, costs just over £1,000 less than the i20 auto in base Advance trim.



SUPERMINI STARS
Hyundai i20 and Citroen C3 are both popular in their own right, but does automatic gearbox tech make them even more interesting propositions?

CONTENDERS

Citroen C3

WE named the electric e-C3 our 2024 Car of the Year, with Citroen offering buyers a spacious, likeable small EV that turned out to be something of a bargain. However, the petrol and hybrid versions are even cheaper. The petrol C3 starts from £18,805, which undercuts much of the supermini competition – and as a bonus its boxy shape offers loads of cabin space. The car we're testing here comes with a hybrid powertrain, which is available only in top-spec Max trim. It costs £22,315.

Hyundai i20

THE current i20 has always been there or thereabouts in the supermini pecking order. Its first Auto Express group test saw it beat the Volkswagen Polo and SEAT Ibiza, but in early 2024 it narrowly lost to the Vauxhall Corsa – a sloppy manual gearbox and high price were to blame. The car we're driving here is the sporty-looking N-Line S auto, which costs £26,000. But the specs and figures we're using are for the base Advance model, which has a £23,350 price tag that is much closer to the C3's.

PRACTICALITY

THE C3 is taller than most typical superminis – and even some supermini-sized SUVs – so it's really spacious inside. Rear headroom is its biggest strength, but rear knee room and foot space are also plentiful, and the seats are very soft. The i20 matches the C3 for knee room, but is a little behind in other areas. The Hyundai's boot is a close match for its rival's, and an adjustable floor makes the space more versatile.

SAFETY

WHILE the C3 hasn't been tested by Euro NCAP yet, the Max trim is fairly well furnished with active safety-assist systems, including lane-keep assist, cruise control, speed-limit information and driver-attention alert. It has six airbags as standard. The i20 achieved a four-star rating when it was tested in 2021. All i20s get rear parking sensors and lane-keep assist, although we found the latter to be a little over-zealous.

OWNERSHIP

BOTH brands scored slightly below-average rankings in our 2025 Driver Power customer satisfaction survey, with Citroen taking 16th place (out of 31) and Hyundai 20th. But Hyundai offers a five-year, 100,000-mile warranty. That looks stronger than Citroen's standard three-year deal, but owners who follow the C3's service schedule at an authorised dealer will see their cover run for as long as eight years.

WHILE the Citroen e-C3 offers so much for the money that it was worthy of our Car of the Year prize in 2024, the internal-combustion-engined versions – although strong – can't quite live up to the EV's heights. The C3 boasts many qualities, however, regardless of what sort of motor powers it along the road; interior space, comfort and value for money are all very compelling reasons to choose the chunky Citroen over other supermini rivals.

ENGINES & PERFORMANCE 3.9/5★

WHILE the all-electric e-C3 offers impressive value for money by EV standards, the pair of petrol models have even more appeal for the budget-conscious buyer – particularly those who can't benefit from cheap home charging.

A 1.2-litre three-cylinder turbo is available in two forms: at its simplest, it's combined with a six-speed manual gearbox and makes 99bhp – enough for a 10.6-second 0-62mph time. Above that sits a hybrid; adding a small electric motor lifts the overall output to 109bhp, and cuts CO_2 emissions by 14g/km. This set-up gets a six-speed dual-clutch auto.

The C3 hybrid can move away smoothly in electric mode, with only a pedestrian-warning noise and whizzy sounds from the e-motor itself interrupting the silence. Squeeze the accelerator pedal a little harder, and the engine judders into life – it's not quite as smooth as the systems you'll find in pricer supermini hybrids such as the Toyota Yaris.

The three-cylinder engine makes a low-pitched, thrummy noise, so even though it transmits a little vibration into the cabin, it's not coarse or noisy when accelerating hard. Performance is fine, with a claimed 9.8-second 0-62mph time beating even the EV version's. While that figure is quite some way down on that of the similarly priced MG3 Trophy, the C3's acceleration feels lively enough – even up to motorway speeds. The power delivery is a little more consistent than the MG's, too. There's no manual override for the automatic gearbox, though, and its shifts feel a little lazy with a slow kickdown.

DRIVING 4.1/5★

CITROEN has applied its Advanced Comfort kit to the C3. This makes use of hydraulic bump stops in the suspension – the first time this tech has been seen in a supermini. It has allowed engineers to use softer springs without the car bottoming out over big bumps, which has resulted in a decent overall ride comfort. Yet the C3 can still under-deliver on body control over the bumpiest roads.

AROUND TOWN Superminis need to be easy to drive in urban zones, and the large glass area and light steering make the C3 a doddle to move around at low speeds. While the ride is soft overall, there's just a little fidgeting over rough road surfaces. Sound insulation around the suspension joints and bushings seems to be less comprehensive than in some rivals; even though many of those bumps are smothered by the soft set-up, travelling over them is louder than in alternatives.

A & B-ROADS It's clear that comfort was Citroen's aim for the C3, and we have no problem with that at all – especially because it largely delivers on its promise. It's not particularly fun to drive, but that isn't really because of the soft suspension set-up and the body roll that it brings; it's down to the light steering that's short on feedback. The petrol-powered C3s feel more agile than the heavier electric e-C3, although hybrid superminis such as the Yaris and Renault Clio – and even the Fiat Panda that it is related to under the skin – are more entertaining on a twisty road.

However, grip is adequate, and the nose-heavy balance at least feels predictable for drivers of any ability. On very bumpy country roads, that soft suspension can struggle with containing the car's mass, though, meaning that some slightly firmer rivals can be more comfortable in these rare situations.

MOTORWAY That smooth ride is at its best at high speeds, where the C3 is a really composed and comfortable cruiser – especially by supermini standards. There's quite a bit of wind noise from around the screen and door mirrors – but the engine is well subdued, meaning overall refinement is acceptable.

MPG & RUNNING COSTS 4.3/5★

THE hybrid system manages to cut engine use fairly frequently at low speeds – especially if you're not constantly using the power-sapping air-con. That gives plenty of scope to save fuel in town, while the C3 is fairly frugal in general. Our time at the wheel – taking in town, country and motorway driving – averaged 50.1mpg.

TAX From the second year onwards, Citroen C3 buyers will pay the same flat rate of Vehicle Excise Duty as any other car buyer whose vehicle cost less than £40,000. Through to year six, that rate currently stands at £195.

INSURANCE Groupings are as simple as they come for the C3 family. Regardless of whether you choose the petrol manual, the auto hybrid or the full EV, they all fall into group 24.

DEPRECIATION By small-car standards, C3 depreciation is pretty respectable. The range holds on to roughly 48 per cent of its original

CITROE

With an auto box and hybrid tec

EN C3

n, does the C3 offer the best of both worlds in this guise?

> **"IT'S CLEAR THAT COMFORT WAS CITROEN'S AIM FOR THE C3 – AND IT LARGELY DELIVERS ON ITS PROMISE"**

MODEL TESTED

Citroen C3

PROS	CONS
Roomy cabin	Body control sometimes lacking
Soft ride	Vague steering
Strong value for money	Some hybrid systems are more refined

ON THE ROAD

C3 feels refined, and its claimed performance beats that of even the EV despite a slightly laggy automatic box. It is not particularly fun to drive, however

TESTER'S NOTE

BRAKE-regeneration technology is a no-brainer for hybrids, because it helps to eke out even more efficiency for the petrol/electric system. However, I found that it doesn't take too much brake regeneration for the C3's system to decide that the brake lights need to be activated. I could spot a reflection of the high-level brake light flickering on and off in the boot, even during gentle deceleration. If I was following a car with the brake light flickering so regularly, I'd suspect that I was sitting behind a nervous driver.

Alex Ingram
Chief reviewer

value; that's similar to the budget-focused Dacia Sandero and the Hyundai i20, but a little worse than for the Renault Clio.

INTERIOR & TECHNOLOGY 3.9/5★

WHILE some cars in the supermini class boast interiors that are more technology laden, the C3 feels funky and fresh. It is not without its frustrations, however.

DESIGN The C3's cabin clearly has a basic feel, but there's a little more design flair on show than in many other cars at this end of the market. But depending on your point of view, 'flair' might not be the first word that springs to mind when you clock the little red tags on the door trims with messages such as 'Be Cool' and 'Have Fun'. We found them a bit cringey – yet look beyond, and the curving dashboard and funky-looking steering wheel mean that it's a fairly cheery place to sit.

QUALITY It's clear that the C3 is built down to a price, although for the most part the use of interesting shapes and mix of materials manage to elevate the ambience beyond some of its rivals'. Max versions get a fabric-trimmed panel on the dashboard that helps to break up the hard plastics elsewhere.

TECH AND INFOTAINMENT Citroen has taken inspiration from sister brand Peugeot's cabin by installing a small steering wheel beneath a digital instrument panel. However, it works better here; a mix of an almost racecar-style steering wheel – which is flattened at both the top and bottom – plus a driver's display that is much slimmer and simpler than the typical Peugeot layout, means it all works very well. The display itself is pretty basic, though, and worse than that, it's fairly laggy. We noticed that it had a tendency to freeze briefly while driving. On one occasion while accelerating fairly gently, the speedometer skipped a full four miles per hour before it woke up.

PRACTICALITY 4.4/5★

AT just 4,015mm long, the C3 is short for the class, with the likes of even the compact Vauxhall Corsa stretching a full 45mm longer. Considering those modest external dimensions, interior space is excellent compared with the competition, especially when it comes to seating passengers.

FRONT SPACE The C3 has a very upright, almost SUV-like driving position, while the square edges of the bonnet make judging the car's corners fairly easy. However, the rear window line is a little high, which slightly restricts the view out of the back. The small steering wheel will take some getting used to for those coming from a car with a more traditional-shaped wheel.

Storage options are generous by supermini standards. The front door bins are wide, and their white finish will make finding items in the dark easier. Between the front seats there is a narrow, but deep, cubby beneath the adjustable central armrest, although this is hard to open when the armrest is moved all the way forward. The glovebox is effectively half-sized due to the fusebox inside, but the cup-holders are deep, as is the smartphone shelf in the centre console. There are two USB-C ports up front; one in that centre console, and a second high on the left of the dash.

REAR SPACE We've already mentioned the red tags on the doors, which in the rear encourage you to 'Feel Good' and 'Be Happy'. And as it turns out, there's reason to be cheerful, because the back half of the C3's cabin is a comfortable place to be. The seats are very soft and all-round space is excellent; there's loads of room both for knees and beneath the front seats for feet, while that almost SUV-like silhouette provides a lot of headroom, too. The front seatbacks on the top-spec Max have smartphone holders, while the door pockets can hold a 500ml drinks bottle.

Our one small gripe will prove to be an issue only for young families; the Isofix points are hard to get to behind zipped slots in the fabric, which makes child-seat installation a little more fiddly than in some rivals.

BOOT SPACE At 310 litres, the boot capacity is right on the money for a supermini; it's a little bigger than in a Yaris, but smaller than in a Clio. The space itself is deep, but a high load lip makes hauling heavy items across the opening a bit tricky. There is no false floor, so when the seatbacks are folded down (by pulling on nylon straps on the tops of each section of the split seat), they leave a pronounced step in the load area. However, the 1,188-litre capacity available in two-seat form is still generous.

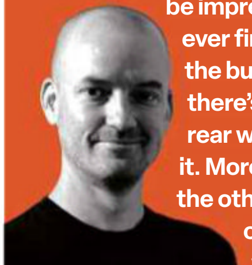
RELIABILITY & SAFETY 3.9/5★

EURO NCAP hasn't yet tested the C3 and e-C3 – and because the STLA Smart Car platform has been built to a cost, a full-five star result may not be forthcoming. Citroen has fitted plenty of active safety kit, though, such as active safety brake, driver-attention alert, lane-departure warning and speed-limit warning.

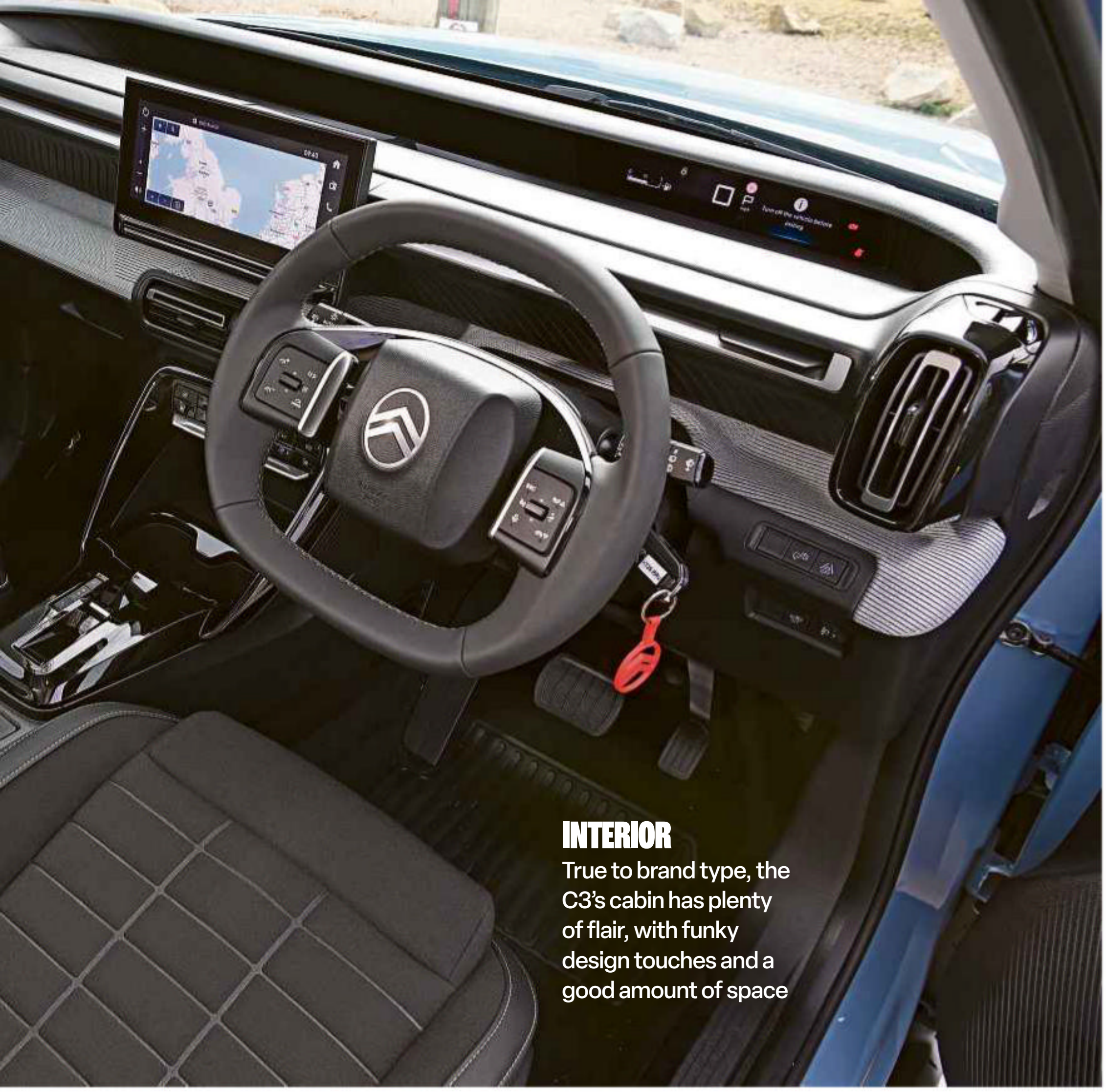
The last two can be switched off easily by holding down dedicated buttons, located to the right of the steering wheel. Confusingly, when the lane-keep assist switches off, an orange warning light remains on the dash – but a long press of the speed warning simply causes the light to flash a few times before

TESTER'S NOTE

CITROEN models have always been known for their ergonomic quirks, so finding that the C3 has some of its own comes as no surprise. Those familiar with Stellantis products might already know that a little button on the end of the wiper stalk works the trip computer – but we'd be impressed if anyone else ever finds it here. Not only is the button unlabelled, but there's also a logo for the rear wiper control beside it. More confusingly, all the other trip controls are on the steering wheel itself.



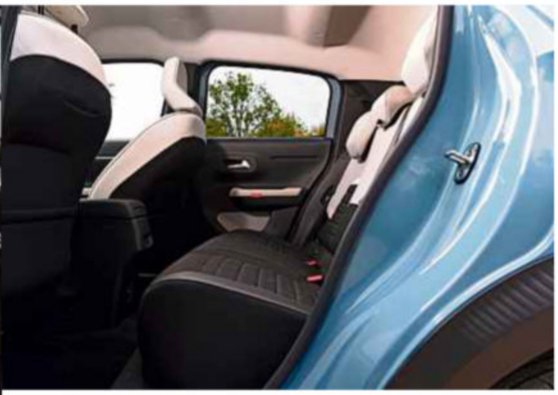
Alex Ingram
Chief reviewer



INTERIOR
True to brand type, the C3's cabin has plenty of flair, with funky design touches and a good amount of space

P
mph
10°c
48.7 Mpg
188.6 mi

"CONSIDERING THOSE MODEST EXTERNAL DIMENSIONS, INTERIOR SPACE IS EXCELLENT"



disappearing. It's an odd lack of consistency when operating two very similar functions.

Citroen's reputation for reliability has much improved in recent times. It finished 16th out of 31 brands in our Driver Power 2025 survey.

WARRANTY 4.3/5★

ALL new Citroens have a three-year, 60,000-mile warranty. However, the 'Citroen: We Care' package means that, as long as the car is serviced on schedule at a participating authorised partner, that warranty can run for as long as eight years. The service plan is fully transferable to any subsequent owner, too.

SERVICING 4.0/5★

CITROEN offers the option of a service plan on a three-year agreement, which can be spaced out over a series of monthly payments. ▶

PRACTICALITY
The rear seats are very soft and all-round space is excellent, while the various stowage options are good, too. The 310-litre boot (1,188 at its largest) is deep, although the high load lip can mean packing in heavy items is a little tricky

WITH the i20, Hyundai created yet another seriously solid performer within its already talented line-up. There's plenty to like here for supermini buyers; cabin space is among its biggest strengths, but the i20 is also furnished with plenty of big-car tech throughout its range; all models get LED headlights, a digital instrument cluster and a reversing camera as standard, while a heated steering wheel and front seats, wireless smartphone charging and a Bose sound system feature on higher-level models.

Yet despite all of this, the i20 has never quite ranked right at the top of the supermini class. For all its strengths, there have always been one or two areas where it can't quite compete with the best in the sector. In an area of the market where value for money is crucial, all of that standard kit isn't enough to justify a price point that lifts it above some very competitive alternatives.

ENGINES & PERFORMANCE 3.4/5★

FOLLOWING a mid-life facelift for the i20, Hyundai also pared back the model's engine line-up to the extreme. As such, there's only one petrol motor available: a 1.0-litre, three-cylinder turbocharged unit that develops 99bhp. It's available with a choice of six-speed manual or seven-speed automatic transmission; with the latter, peak torque is higher, standing at 200Nm compared with the manual model's 172Nm.

It's under the bonnet where the i20 doesn't get off to the strongest of starts. Performance is merely okay rather than outstanding; a 0-62mph time of 11.1 seconds for the manual and 12.1 seconds for the auto means that some forward planning is needed when making overtakes and accelerating along motorway slip roads. Previously, a 118bhp option of this engine was offered, which gave the i20 useful extra flexibility that it now lacks.

Refinement is good, however. The three-cylinder unit is a little more vocal on start-up than the equivalent Stellantis engine, but it settles down nicely on the move. Unfortunately, however, the gearbox options are an issue. The manual is extremely difficult to use smoothly, because the engine mapping cuts and re-engages the power clumsily when the clutch pedal is pressed, meaning the car feels awkward to drive around town.

Thankfully the seven-speed dual-clutch gearbox is much better; apart from occasionally being a little slow to kick down – something that engine needs to do every once in a while, given its modest power – it's smooth and responsive. However, it's a pricey, £1,250 option. There's no hybrid assistance on offer here, either; some sort of clever electrical tech would at least take the sting out of the relatively high asking price, considering the underwhelming power and torque outputs.

DRIVING 3.9/5★

WHILE the i20's powertrain isn't quite up to scratch, the rest of the Hyundai's driving experience is much more pleasant. It's not quite a class leader for ride and handling, but it's certainly competitive.

AROUND TOWN Superminis need to be easy to drive, and – that manual gearbox aside – the i20 is a doddle. It feels suitably compact on the road, giving the driver the confidence to squeeze through tight gaps and into very small parking spaces, while the steering is light at low speeds and the turning circle is tight. The ride is well judged, too; it's a little firmer than the average for the supermini class, but it could never be considered harsh. Instead, it simply does a solid job of keeping the body composed and controlled over speed bumps and poor road surfaces.

A & B-ROADS Since the Ford Fiesta departed the class, finding a supermini that even a keen driver would enjoy using has become much more tricky. The i20 manages to get closer to filling that gap than most rivals. It's helped by sweet steering, which is really well weighted and has a response that feels just right for the chassis, meaning it's very easy to get into a smooth flow on a country road.

That firmer-than-average suspension set-up makes the i20 quite agile when turning into a corner, and it's also resistant to body roll. Thanks to that firmness not bringing with it a crashy ride, some passengers can find the i20 more comfortable than softer options in this class, because the body doesn't wallow from one bump to the next.

MOTORWAY For a relatively small car, the i20 feels impressively stable at high speeds, with more composure than rivals such as Vauxhall's Corsa. However, the engine again becomes its downfall, because there's not much oomph once it's up to the national speed limit, which makes overtaking and long motorway inclines a bit more tiring than in many of its rivals.

MPG & RUNNING COSTS 4.1/5★

DURING a week behind the wheel of the i20 DCT auto, we averaged just shy of 50mpg. Considering there's no hybrid assistance to boost town-driving efficiency, that's a fairly strong return, and one which helps the car run some electrically assisted superminis very close. Even though the engine settles down nicely at a cruise, that shortage of power compared to some rivals means that it needs to put in more effort to maintain a cruising

HYUNDAI
EK74 DXB

HYUND

Can this undoubtedly accomplis

STYLING
Modest supermini-scale packaging belies a surprisingly roomy interior

AI i20

hed supermini offer enough to justify its price point?

MODEL TESTED
Hyundai i20

PROS
- Spacious cabin
- Strong fuel economy
- Neat handling and precise steering

CONS
- High price
- Performance lags behind rivals'
- Slow, laggy infotainment

ON THE ROAD
While the i20's ride and handling aren't class leading, they are competitive – and the car is easy to drive in urban areas, too, as all good superminis should be

> "THE POWERTRAIN ISN'T UP TO SCRATCH, BUT THE REST OF THE DRIVING EXPERIENCE IS MORE PLEASANT"

TESTER'S NOTE

IT'S a huge shame that the simply brilliant i20 N hot hatchback is no longer available. While the recently released N-Line S certainly doesn't have the N's performance credentials, it does get sporty wheels and styling add-ons to at least give a hint of the outgoing performance hatch's looks. Most surprisingly of all, it even offers some of the sound. Those twin tailpipes emit an amusing burble both at idle and during hard acceleration, giving the N-Line S more character than many proper hot hatches on the market now.

Alex Ingram
Chief reviewer

speed; as such, we noted that it's not quite as efficient as more powerful rivals at 70mph.

TAX As with all of its supermini brethren, the i20 will face Vehicle Excise Duty (VED) charges of £195 per year from years two to six.

INSURANCE Depending on the trim level, the i20's insurance ranges from groups 12 to 15. The highest is for the N-Line S with a manual gearbox, and the lowest is for the Premium trim with a DCT 'box; the automatics sit one group lower than the equivalent manual trim.

DEPRECIATION Again depending on trim, the i20 is predicted to hold onto between 47 and just under 50 per cent of its original value after three years or 36,000 miles. The sporty N-Line S is the model that maintains its value the best, which slightly offsets the fact that it's the most expensive to buy in the first place.

INTERIOR & TECHNOLOGY 3.8/5★

WHILE the i20's cabin is generously kitted out, it feels a little cheap compared with the strongest competition – and the infotainment technology is starting to show its age.

FRONT SPACE The overall cabin layout is neat and logical, while horizontal vanes running across the dashboard add a little visual interest. At a time when more cars are leaning too heavily on touchscreens for their controls, the i20 maintains big, chunky buttons plus rocker switches for the climate controls. An extra row of switches just ahead of the gearlever operate features such as the heated seats, where fitted. There's also a row of touch-sensitive infotainment shortcuts just below the main screen.

QUALITY Quite a few different grades and textures of plastic are used throughout the i20's cabin, but all of it feels hard and scratchy. However, other parts, including the switchgear itself, and particularly the three-spoke steering wheel fitted to the N-Line S trim, look and feel more expensive than what's on show elsewhere.

TECH AND INFOTAINMENT While the touchscreen infotainment system isn't troubling the class best (more on that later), the i20's digital driver's display still looks sharp and easy to read. The graphics are clear, and the design and colour scheme of the round dials alter according to the driving modes. This feature is standard on every model in the range, so even the base Advance trim feels suitably hi-tech, especially because the likes of LED headlights and rear parking sensors are also included.

PRACTICALITY 4.3/5★

THE i20 makes the most of its modest footprint, delivering a great mix of cabin space and boot capacity that stands up well against the most roomy options in the class.

FRONT SPACE It's hard to fault the i20's driving position. The seat and the steering wheel each have loads of adjustment, and the mirrors are a good size so all-round visibility is fine. A huge glovebox (required to hold Hyundai's enormous owner's manual...), roomy door bins and a pair of cup-holders offer decent storage options up front.

REAR SPACE While the cheap-looking and flimsy-feeling door panels might make rear passengers wonder whether they've been forgotten about, there is at least plenty of space on offer. Headroom is fine – if not as generous as in the taller Citroen C3 – while knee room is excellent for a circa four-metre-long car. The seats have a fairly long squab giving decent under-thigh support for all. The centre seat is a touch narrow – normal in a small supermini such as this – but otherwise it's very soft and surprisingly comfortable.

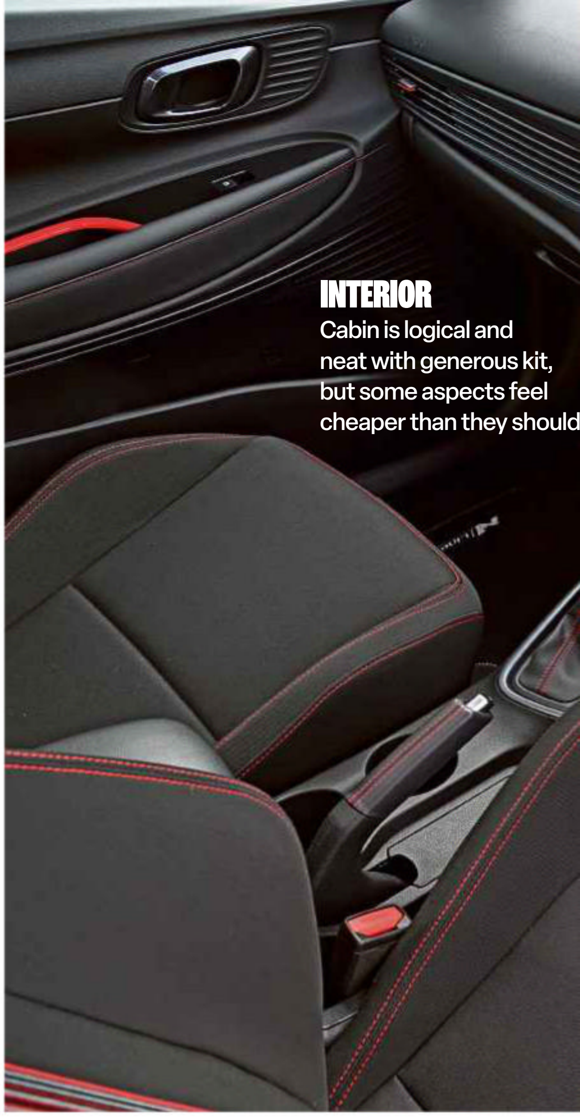
Rear passengers willing to share can use the USB-C port to charge their devices – a feature lacking in rivals such as the Vauxhall Corsa. However, some alternatives hide their Isofix child-seat mounts behind plastic covers; the i20's are behind zips in the fabric, and a bit of rummaging around within the internal cushion is required in order to locate them.

BOOT SPACE A 352-litre load volume is among the biggest available in the supermini sector, while the space itself is surprisingly versatile, too. An adjustable floor can be set at two levels. Positioned in its highest setting, it forms a near-level platform with the rear seatbacks when they're folded down, to the benefit of loading bulky items into the boot. With the seats folded, there's 1,165 litres of space available – better than in a Renault Clio or Vauxhall Corsa. Little slots in the plastic beside the seatbacks can be used to hold the belts in place when folding that rear row – a simple but very smart idea.

RELIABILITY & SAFETY 3.8/5★

WHEN it comes to customer satisfaction, Hyundai fared okay rather than outstandingly well in our Drive Power survey. As a brand, it ranked 16th out of 31, above well established names such as Ford and Volkswagen.

The i20 scored a four-star Euro NCAP safety rating when tested in 2021. That's disappointing given that the Volkswagen Polo got the full five-star rating when tested under the same criteria. The German car received



INTERIOR
Cabin is logical and neat with generous kit, but some aspects feel cheaper than they should

TESTER'S NOTE

SOMETIMES, choosing a pick of the range is easier said than done – but for the i20 it's a no-brainer. The entry-level Advance is so well equipped for a supermini, the majority of buyers will be satisfied putting their money there. The only thing we think it lacks compared with the latest competition is wireless Apple CarPlay and Android Auto; both are available with a wired connection, albeit through an infotainment system that is surprisingly fussy about the sort of USB cable it will accept.

Alex Ingram
Chief reviewer

Since refuelling
122.9 mi
4:49 h:m
51.8 MPG
319mi
SPORT
4147 mi

> “QUITE A FEW DIFFERENT GRADES AND TEXTURES OF PLASTIC ARE USED; ALL FEEL HARD AND SCRATCHY ”

superior marks for adult-occupant protection and safety assistance. The i20 packs plenty of useful safety tech, from autonomous emergency braking, forward-collision assist, lane-keep assist and blind-spot collision warning to stability control, six airbags and an eCall system that alerts rescue services.

WARRANTY 4.4/5★

HYUNDAI offers a five-year, unlimited-mileage warranty on all new models including the i20. That’s among the best in the industry, but the one-year breakdown cover is lower than some.

SERVICING 4.0/5★

AS with many rivals, Hyundai offers buyers a three-year servicing plan that can either be settled up front in full or split over monthly payments. It’s competitively priced, too.

PRACTICALITY

The generous combination of cabin space and boot capacity stands up well against that of class rivals, and there are plenty of storage options, too. The load space’s adjustable floor can usefully be set at two levels

PRICES AND SPECS

	CITROEN C3 HYBRID MAX	HYUNDAI i20 DCT ADVANCE
Our choice	Citroen C3 Hybrid Max	Hyundai i20 DCT Advance
Price of our choice/as tested	£22,315/£22,315	£23,350/£26,000

POWERTRAIN AND PERFORMANCE

Engine	3cyl inline/1,199cc	3cyl inline/998cc
HEV Motor	28bhp	N/A
Power	109bhp	99bhp
Torque	205Nm	200Nm
Transmission	Six-speed auto/fwd	Seven-speed auto/fwd
0-62mph/top speed	9.8 secs/99mph	12.1 secs/112mph
Fuel tank capacity	44 litres	40 litres
MPG (test/WLTP)/range	50.1/56.5mpg/485 miles	49.6/52.3mpg/436 miles
CO_2	114g/km	122g/km

DIMENSIONS

Length/wheelbase	4,015/2,540mm	4,065/2,580mm
Width/height	1,813/1,577mm	1,775/1,450mm
Rear knee room	605-845mm	570-795mm
Rear headroom/elbow room	955/1,405mm	924/1,442mm
Boot space (seats up/down)	310/1,188 litres	352/1,165 litres
Boot length/width	731/1,000mm	610/1,041mm
Boot lip height	785mm	713mm
Kerbweight/towing weight	1,252/600kg	1,090/1,110kg
Turning circle	10.9 metres	10.4 metres

COSTS/OWNERSHIP

Residual value (after 3yrs/36,000 miles)	£10,100/45.3%	£12,220/47.0%
Depreciation	£12,215	£11,130
Ins. group/quote/VED	24/£606/£195	14/£512/£195
Three-year service cost	£674	£676
Annual tax liability std/higher rate	£1,210/£2,419	£1,371/£2,743
Fuel cost (10,000 miles)	£1,225	£1,237
Basic warranty (miles)/recovery	3yrs (60,000)/1yr	5yrs (unlimited)/1yr
Driver Power manufacturer position	16th	20th
NCAP Adult/child/ped./assist/stars	Not yet tested	76/82/76/67/4★ (2021)

EQUIPMENT

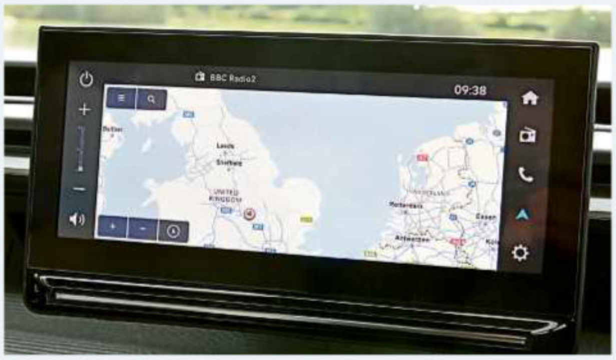
Metallic paint/wheel size	£645/17-inch	£600/16-inch
Parking sensors/camera	Rear/yes	Rear/yes
Spare wheel/Isofix points	No/two	Repair kit/two
Keyless entry & go/powered tailgate	No/no	No/no
Leather/heated seats	No/yes	No/no
Screen size/digital dashboard	10.25-inch/yes	10.25-inch/yes
Climate control/panoramic sunroof	Yes/no	Yes/no
USBs/wireless charging	Four/yes	Three/no
Wireless CarPlay/Android Auto	Yes/yes	Wired
Blind-spot warning/head-up display	No/no	No/no
Adaptive cruise/steering assist	No/no	No/no

WHAT WE WOULD CHOOSE

BEYOND the six exterior paint colours, the only Citroen C3 option is something that should really just be included as standard anyway. With no spare wheel available, charging £20 for a puncture-repair kit and compressor is a little stingy.

HYUNDAI doesn't really 'do' options on many of its new cars, so beyond the eight paint options, the only extras here come in the form of colourful steering wheel inlays, rear-seat ambient lighting and exterior racing stripes.

INFOTAINMENT



Citroen C3 4.1/5★

10.25IN SCREEN | KEY FEATURE: WIRELESS CARPLAY

THERE'S a refreshingly no-nonsense approach to the C3's infotainment, because it's not overburdened with unnecessary features and complicated menu structures. Instead, the rather plain layout is fairly easy to figure out, with simple icons linking from one page to another. The screen is responsive, too; pinch and swipe motions on the navigation page (itself neatly designed) work quickly. Of course, those who would rather use their phone can hook up Apple CarPlay or Android Auto – it's easy to pair but sometimes slow to reconnect when the system boots up.

Hyundai i20 3.6/5★

10.25IN SCREEN SAT-NAV |

KEY FEATURE: 10.25IN DIGITAL INSTRUMENT PANEL

WHILE some new Hyundais have gained slightly slicker, quicker infotainment set-ups, it feels like the i20 has been left behind. The loading times are slow; it's at its worst when booting up, and because you need to dive into a convoluted menu to switch off the driver-assist systems, you will have to wait a while if you want to adjust them before setting off. Button presses and swipes on the mapping screen take time to register, as well.

> "SOME HYUNDAIS HAVE GAINED SLICKER INFOTAINMENT, BUT IT FEELS LIKE THE i20 HAS BEEN LEFT BEHIND"

HYUNDAI i20 BEST FOR:
Fun. Truly fun superminis are sadly thin on the ground these days, but the i20 in its sporty N-Line S trim makes a better go of it than most.

CITROEN C3 BEST FOR:
Comfort. The C3's relaxed suspension set-up and soft seats mean that it's the supermini we would choose if we wanted to feel pampered.

RESULTS

WINNER ★★★★☆

Citroen C3

THE C3 feels like Citroen is getting back to doing what it knows best: small, comfortable cars that are low on pretentiousness, but high on value. This chunky supermini is among the most spacious options on the market, with loads of interior space that makes it a good choice for families. Sometimes its soft suspension can work against it – it can get a little too bouncy over big bumps, and the steering is vague – yet it still manages to deliver a unique focus on comfort in this segment. The fact it offers all this at a price that undercuts most alternatives is what really seals the win here.

AUTO EXPRESS
ROAD TEST WINNER
OCTOBER 2025
★★★★☆
Citroen C3 Hybrid Max

INTERESTED?
Scan the code for further information

RUNNER-UP ★★★⯪☆

Hyundai i20

THE i20 has always been among our very favourite models in this class, and although it still definitely impresses in some areas, in others it's unfortunately starting to show its age. The cabin is spacious and equipment levels are strong, while the latest N-Line S trim adds a characterful new option at the top of the range. Ride, handling and steering are very well judged, too. However, the single engine option lacks meaningful power and the infotainment system feels slow and clunky. For the money, it doesn't appear that the i20 is offering particularly strong value.

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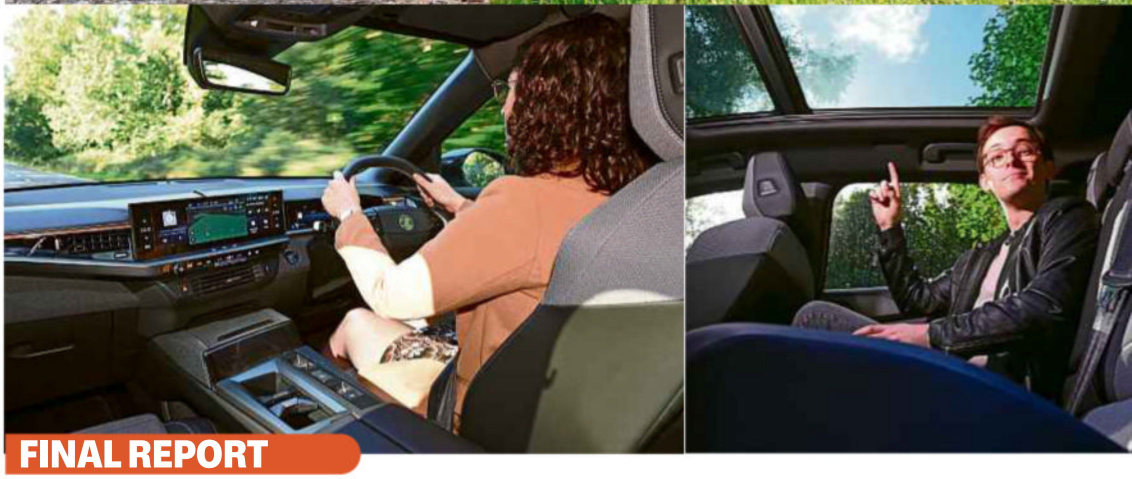

FINAL REPORT

VAUXHALL GRAND

Tom Jervis

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OVER the past six months, the Vauxhall Grandland has been strutting about like a celebrity with its shimmering paintwork and Blackpool Illuminations-style badging. For its send-off, it needed to be joined by something equally, if not more glamorous.

Cue the top-spec Grandland Ultimate… oh, and my partner, Victoria, was there, too.

You might notice that both our GS long-termer and the Ultimate are specified in Impact Copper; Specsavers' stock price likely soared over the past week as our neighbours raced to get their eyes tested, convinced they were seeing double while the two cars were parked next to each other on our driveway.

However, such a coincidence is the perfect way to illustrate the similarities and differences between the two, and work out whether it's worth spending the extra – roughly £2,400 – on the Ultimate.

The first thing worth mentioning is that metallic paintwork is an optional extra on the GS, but is included in the Ultimate's price. The other major exterior styling upgrade is a larger set of 20-inch alloy wheels; Victoria says she prefers the look of these, while I err towards the marginally softer ride of the GS, proving that deciding which is best 'ultimately' (pun not intended) is down to personal preference.

Open the door, however, and you'll really be squinting to tell what's new; it took Victoria, who has spent a little time in the Grandland, having occasionally driven it to and from her nearby workplace, a few minutes to work out what the differences are.

While this might be seen as a negative for the Ultimate, it's also indicative of how premium the Grandland already feels. Victoria has previously owned a couple of newish Vauxhall models – an Astra and a Corsa – and she is thoroughly impressed by how the brand seems to have matured with this latest model.

"The Grandland is a big step up from what I've been used to," she says. "Its interior is very comfortable, but I particularly like how sleek the cabin looks. The mixture of materials adds to the ambience and makes it feel much plusher than older Vauxhalls."

For those people on the edge of their seats wondering what those spec differences are, the first is a head-up display. This is a welcome addition because it can show sat-nav maps, unlike the main digital gauge cluster.

The second is a Focal sound system, which has noticeably stronger mid-range frequencies than the standard set-up. There's also a heated windscreen (that I could never seem to get to work) and a powered bootlid, as well as a 360-degree camera system, although none of these is strictly necessary; we've survived fine with the standard-fit rear camera, for example.

This might be surprising given the car's size, but Victoria points out: "It may be a behemoth, but it isn't as intimidating as it looks! Despite having driven larger cars in the past, I was a little daunted by the Grandland's size. However, Vauxhall has done a sound job of making it as user-friendly as possible. I was particularly grateful for the highly sensitive sensors, and the reversing camera, which got me out of some sticky situations!"

While the extra kit is certainly handy, it's not strictly necessary for most buyers. That said, if you want to part with even more cash, choosing the Ultimate unlocks two further options: leather upholstery (£1,300) or a

WHEELY SAYING SOMETHING
Victoria prefers the Ultimate's 20-inch alloys (pictured), while Tom would opt for the GS's 19-inch rims

FEATURES Optional panoramic sunroof brightens up the cabin; reversing camera comes in handy in tight spaces; Focal audio upgrade gives an improved sound on Ultimate-trim cars

Pete Gibson

LAND

Before we bid farewell to the Grandland GS, we put its value for money to the test

panoramic sunroof (£800). We'd advise against choosing both, because not only will it cost £2,100, it will also push the price of the car over the £42,000 threshold for receiving the Government's Electric Car Grant.

While electric seats with Nappa leather upholstery are much posher, the standard GS seats still feel of a high quality, despite being made from knitted fabric and vinyl inserts. The panoramic sunroof makes the otherwise dark cabin feel a lot lighter and is worth the money; it's puzzling that Vauxhall doesn't offer this on lesser models in the line-up.

MODEL TESTED:

Vauxhall Grandland Electric GS

On fleet since:	March 2025
Price new:	£37,605
Powertrain:	73kWh battery, 1x e-motor
Power/torque:	210bhp/345Nm
WLTP range:	323 miles
Options:	Impact Copper paintwork (£700)
Insurance:	Group 36
Mileage:	6,200 miles
Efficiency:	3.6 miles/kWh
CO_2/BiK:	0g/km/3%
Any problems?	Hot touchscreen

*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

PROS

- Good long-range efficiency
- Cavernous interior
- Superb value for money

CONS

- So-so interior quality
- Overheating infotainment
- Fidgety ride

INSIDE STORY

While the Grandland's cabin is certainly spacious, the quality of the materials inside is only average

VERDICT ★★★★☆

FOR a while electric Vauxhalls have looked rather expensive compared with rivals. But the arrival of the Grandland (as well as price cuts to the rest of the line-up) has flipped the switch. The GS, in particular, has all of the essentials for a competitive price, so there isn't all that much need to go for the posher Ultimate. Cheap to run (with help from our Ohme home charger) and sufficiently spacious for family and furniture alike, the Grandland has been a suitably 'grand' companion.

> **"WHILE THE ULTIMATE'S EXTRA KIT IS CERTAINLY HANDY, IT'S NOT STRICTLY NECESSARY FOR MOST BUYERS"**

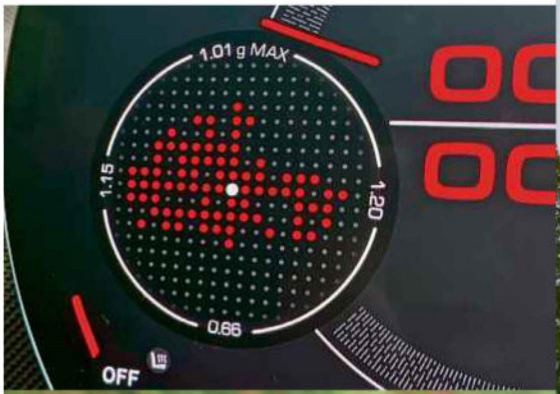
FIRST REPORT

MINI JCW

Hot hatch joins our fleet and immediately hits the track

LIGHT ENTERTAINMENT

Filling in red dots on the G-force meter (below) made Allie feel as if he was playing Connect 4 during the track day. However, he was less keen on the steering wheel's thick rim (bottom)



Alastair Crooks

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HAVING bid farewell to the KGM Actyon, a much smaller replacement has found its way onto my driveway – the new MINI JCW. Those three letters stand for 'John Cooper Works', signalling that this is the hottest version of the MINI Cooper. And while there's also a pure-electric JCW option, we've gone for a petrol-powered hot hatch.

The electric JCW and our car might share the same styling (aside from the prominent and rather excellent central-exit exhaust), but underneath they sit on different platforms. The MINI Electric uses a specific architecture, while the F66-generation MINI JCW with a petrol engine is based on a revised version of the previous-generation car's platform.

Our car is very much an evolution of the old model, with the same BMW-derived engine sending power to a seven-speed DCT.

How much power? Well, the 228bhp figure remains unchanged, but there's more torque now – up from 320Nm before to 380Nm now. The resulting 6.1-second 0-62mph time is 0.2 seconds quicker than before and it'll top out at 155mph – all rather impressive for a MINI.

Straight-line performance is all well and good in a hot hatch, but for a MINI (and especially the JCW), cornering is king. To put my car through its paces, I fancied a track day, but sadly I'd left it too late to get a spot on one of sister title evo's hugely popular events. So instead, I checked out Ollie's Secret Track Days.

The tight and twisty Curborough Sprint Course in Staffordshire seemed the ideal location for the compact MINI to show us what it's got. Even better, drivers went out one at a time, so I could concentrate on exploring the MINI's abilities by myself.

Before starting, I had to adjust the JCW's drive modes – cheesily called 'Experiences'. This is a little more involved than you think, because you have to use the toggle on the dash to find the 'John Cooper Works' mode, then wait for 'activate go-kart mode' (yes, seriously) to flash up on the screen. You then tap the tiny rev-counter so that the boost gauge and oil temperature readouts appear, along with the G-force meter. Once you initiate the mode, the MINI's speakers also let out an irritating "woohoo" – which I turned off on the first day I had the car.

On my opening run, I could tell the MINI had plenty of grip – only if I pushed it to

ON TRACK

Curborough was the perfect place to find out just how much grip the MINI has. This, combined with darty steering, gave our man real confidence

> "THE 6.1-SECOND 0-62MPH TIME IS 0.2 SECONDS QUICKER THAN THE OLD CAR'S AND IT TOPS OUT AT 155MPH – IMPRESSIVE FOR A MINI"

MODEL TESTED:

MINI JCW

On fleet since:	September 2025
Price new:	£31,200
Powertrain:	2.0-litre four-cylinder turbo petrol
Power/torque:	228bhp/380Nm
CO2/BiK:	154g/km/36%
Options:	Metallic paint (£550), 18-inch JCW wheels (£800), Level 3 pack (£3,800)
Insurance*:	Group: 27 Quote: £919
Mileage/mpg:	2,167/37.4mpg
Any problems?	None so far

*__Insurance quote__ from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

PROS

- Engine has plenty of punch
- MINI hasn't toned down JCW's looks
- Loads of grip in the bends

CONS

- Gearshift paddles are fiddly
- Steering wheel rim is far too thick
- Firm suspension on the road

DETAILS

As ever with a MINI, there are lots of neat little touches to love, from the central exhaust to the intricate rear lights and beautiful JCW wheels

extremes would it get out of shape. The JCW's damping is exceptionally firm on the road (something we'll cover more later on), but on a track it helped the MINI feel nimble, as did the typically MINI-like darty steering. Confidence levels were up as a result, so I pushed harder, attempting to really test the balance of the JCW through Curborough's chicane.

While I was having plenty of fun, there were some elements of the MINI JCW that frustrated. I quickly learned that if I was to keep the transmission in manual mode via the paddles during a run, I'd have to start in second gear, because trying to change gear on the opening tight corner (or any corner, for that matter) is very fiddly, thanks to the MINI's tiny gearshift paddles hiding behind that fat-rimmed steering wheel.

The transmission itself isn't the best either. Towards the end of the day I found it better to leave it in automatic mode, because it often ignored my manual inputs. There's a slight issue with the engine on track too. You don't notice it much on the road, but wringing out every bhp can be tough when the gearbox often grabs a higher gear than you'd like.

However, to the car's credit, even after a full day of hard driving, the MINI JCW didn't bat an eyelid. The temperatures and brakes all looked and felt good at the end.

VERDICT ★★★★☆

THIS boisterous little MINI has only just joined our fleet, but first impressions are good after it felt so at home on track. We do have some reservations about its ride and ergonomics, but the MINI JCW still has a few months and many miles to convince us this is one of the best hot hatches you can buy.

FLEETWATCH

MAZDA CX-30

AFTER taking the Mazda CX-30 for a short family getaway, I began to wonder why the brand is still a left-field option in the UK.

While the CX-30 isn't the only good-to-drive small SUV, it feels like a sensible car that enthusiasts wouldn't be afraid to buy.

The cabin is lovely, too, and I think it does a superb job of balancing traditional buttons and dials with modern screens. But I did find two flaws during my trip.

First, the 422-litre boot wasn't quite up to catering for my family of four and two weeks' luggage, so a few bags had to sit on people's laps. Secondly, the speed-limit warning had a habit of thinking UK motorways have an 80mph limit. It also liked to think that there were even more 50mph zones than there already are.

But I'll forgive these niggles, because the CX-30 gets a lot pretty much spot on.

SHANE WILKINSON

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NEWS

DETAILS Nissan's design boss tells our man how brand's nineties styling (below) inspired some features. Optional glass roof (left) makes cabin brighter and boosts headroom

GIOVANNY ARROBA Vice President, Nissan Design Europe

"THE LEAF IS ALL ABOUT MUSCULARITY AND AGILITY, BUT IT SHOULD STILL HAVE A SENSE OF URBAN CHIC AND SEXINESS"

nches out with all-new Leaf

norphed into a sleek and slippery rival for the VW ID.3 and Kia EV3

STYLING Leaf's new look has been dictated in part by the desire for good aerodynamics that will give the car a good range

chic and sexiness," he said. "The [styling] of the *Leaf* is again very much shaped by bringing 604 kilometres [of range] to the customer within that price range."

Nissan has also sprinkled in plenty of nineties-inspired design details, harking back to the brand's heyday. Elements such as three-dimensional rear lights and their clever 'Ni-San' (two-three in Japanese) graphics, plus references to sports models such as the 300ZX around the blacked-out rear panel, all suggest that the company is leaning into something the newer Chinese and Korean brands don't have: heritage.

It might appear like a big car, but pictures don't quite do the Leaf justice, because it's one of very few EVs that look smaller in the metal. At 4,350mm long, it's only around 50mm longer than the boxy Kia EV3. The Leaf is available with 18 or 19-inch wheels, although specific trim details ▶

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P8 LEM	£1500
Y1 LEN	£1800
N5 LEN	£1600
L21 LEN	£1500
G23 LEN	£1500
E24 LEN	£1500
R2 LES	£1600
N12 LES	£1300
E21 LES	£1300
H21 LES	£1200
G24 LES	£1200
S28 LES	£1300
K15 LEW	£1400
C1 LJH	£1600
D4 LJM	£1600
A25 LLY	£1300
N11 LMH	£1300
T6 LMR	£1500
F4 LOO	£1200
P31 LOU	£1400
T8 LOW	£1900
G21 LOW	£1500
LRT 657	£1200
35 LUB	£2900
G4 LXY	£2300
W3 LYD	£1300
A21 LYN	£1900
B21 LYN	£1300
C21 LYN	£1800
D21 LYN	£1600
F21 LYN	£1700
H21 LYN	£1300
G24 LYN	£1200
MAC 14L	£2200
D26 MAD	£1200
647 MAF	£2500
G19 MAG	£1400
MAG 61M	£1800
C20 MAL	£1400
D21 MAL	£1300
P88 MAL	£1200
E21 MAR	£1200
E22 MAT	£1600
W10 MAX	£2200
D21 MAX	£1600
B11 MAY	£1300
C21 MAY	£1200
D21 MAY	£1200
G21 MAY	£1200
MB 517	£9200
3115 MC	£2400
8184 MC	£2600
1267 MD	£2400
MDW 855	£1500
D26 MEG	£1200
H26 MEG	£1300
C44 MEG	£1500
D21 MEL	£1600
G23 MEL	£1300
A24 MET	£1200
4495 MF	£1700
MFF 104	£1300
8630 MG	£2100
MJ 1785	£3100
S1 MJA	£1800
S19 MJC	£1200
X4 MJG	£1400
A3 MKE	£1300
W9 MLR	£1500
V1 MLW	£1900
V2 MLW	£1400
570 MM	£8300
S28 MMY	£2600
MR 479	£6900
E3 MRS	£1800
K8 MSN	£1300
V4 MSP	£1500
7981 MT	£1800
MTP 89	£2900
681 MW	£6100
325 MYB	£1300
M10 NAH	£1700
D21 NAH	£1400
B9 NAN	£1400
A7 NAR	£1900
H21 NAT	£1300
E8 NAY	£1300
6668 ND	£2300
C26 NDY	£1300
557 NE	£4100
W9 NET	£2100
M2 NJG	£1300
E5 NKY	£1500
37 NL	£12000
239 NMF	£1500
NN 7271	£1700
S1 NST	£2600
J5 OAN	£1700
N12 OEL	£1400
OIL 470	£1300
C8 ONR	£2700
ORU 15	£2300
L4 ORY	£3500
N2 PAM	£1500
E8 PAM	£1600
F11 PAM	£1400
PAM 13W	£1400
PAM 73R	£1300
N1 PAT	£2700
K8 PAT	£1900
R9 PAT	£1800
C18 PAT	£1300
P19 PAT	£1700
J28 PAT	£1400
R31 PAT	£1600
D94 PAT	£1500
PCO 503	£1700
9214 PE	£1500
A25 PEN	£1300
PFL 542	£1300
2969 PG	£1300
PGW 23	£2200
PGW 234	£1400
PHP 488	£1300
6126 PJ	£1400
K3 PJB	£1400
788 PJH	£2100
PJN 463	£1800
G9 PJW	£1300
9481 PK	£1600
9799 PL	£1200
831 PP	£3800
5353 PP	£1800
6525 PP	£1600
PRU 684	£1500
1368 R	£4100
A2 RAK	£1500
K14 RAY	£1500
D18 RAY	£1600
A23 RAY	£1600
B24 RAY	£1600
C24 RAY	£2300
G24 RAY	£2500
S31 RAY	£1600
M50 RAY	£1400
55 RAY	£7900
RAY 76W	£1400
RB 332	£9700
G4 RBT	£4400
1268 RD	£1700
RD 4041	£2200
31 RE	£9500
675 RE	£3500
907 RE	£3300
RE 1896	£1500
A24 RED	£1300
A88 REG	£1300
B24 RET	£2500
J1 RGC	£1600
RJ 951	£6600
RL 7024	£2100
RM 9559	£3200
RM 9807	£2700
K21 ROB	£1500
A24 ROB	£1600
T66 ROB	£1700
J444 ROB	£1400
C3 ROG	£2300
ROG 30R	£3300
RON 33M	£2500
W1 ROS	£3100
A21 ROS	£1300
ROY 8W	£2800
M12 ROY	£1400
A21 ROY	£1600
ROY 674	£1800
RT 3959	£2900
C9 RUD	£1400
C21 RUS	£1300
4018 RW	£1600
5321 RW	£1700
8625 RW	£1500
A21 SAL	£1500
C25 SAM	£2400
G25 SAM	£2100
A26 SAM	£3100
E26 SAM	£1900
SAM 32N	£4400
B3 SAN	£2300
C23 SAR	£1600
K4 SAV	£1700
4630 SC	£2300
A8 SEB	£2300
G1 SEC	£1500
L9 SEL	£1400
A1 SFB	£1500
R23 SHA	£1700
D8 SJB	£2500
V4 SJM	£2100
SL 8177	£1500
SLK 1E	£2900
G7 SLK	£1900
A12 SLK	£1300
SMJ 72	£5300
SO 9532	£2300
4477 SR	£2700
FL06 SSY	£2100
ST 8482	£3300
STY 15	£2600
A24 SUE	£1600
H3 TAG	£1500
C8 TAN	£2100
D25 TAN	£1300
E25 TAR	£1300
S7 TAV	£2900
275 TD	£4700
Y9 TEC	£1300
R19 TED	£1300
9080 TF	£1200
TFO 823	£1300
TOI 41	£2300
Y7 TOM	£2900
C26 TOM	£1700
P666 TOM	£1600
W666 TOM	£1400
TON 797Y	£1400
T6 TRC	£1400
TT 5894	£2700
X50 TVR	£1900
S3 VAL	£1600
L5 VAL	£1400
263 VAL	£2300
5705 VC	£1600
VE 6787	£1200
5714 VM	£1300
VRX 39	£1500
1565 VY	£1600
615 WAR	£1400
1947 WD	£1300
8649 WD	£1200
16 WE	£10500
WG 3646	£1400
WHP 55	£2100
WIL 370	£1500
J5 WOL	£1300
84 WS	£11500
WS 950	£5500
4444 WU	£1600
XJA 20	£2100
XLB 38	£1400
YB 1400	£2100
YB 2063	£1600
YJB 366	£1500
L66 YON	£1300

REGISTRATIONS URGENTLY WANTED FOR IMMEDIATE PURCHASE

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AUTO EXPRESS

Flow
PATH & PATIO CLEANER
SCRUBB
DRIVEWAY & PATIO CLEANER
5L

RING
ULTRAINFLATE

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Spotlight on LED Lenser Pro

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Scrubb champ takes on Flow

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Pick of the pumps revealed

PRODUCTS

HOT KIT

BLOWN AWAY Top setting gives 42m/s wind speed, but cuts run time to 10 minutes

Muc-Off It Blows! XL

Price: £225 **Contact:** *muc-off.com*

NO matter how careful you are with a drying cloth, some parts of your car will be impossible to wipe after a cleaning session and you will be left with annoying streaks of water and dribbles. You might even encourage corrosion on more delicate materials like bare aluminium.

Professional detailers often use a blast of air to get rid of water trapped in inaccessible nooks. This also helps minimise the amount of contact between a cloth and the car's paint, because every touch can potentially introduce tiny scratches and wear away at waxes and other protective treatments.

Muc-Off has launched a battery-powered blower, called the It Blows! Precision Air Blaster XL. This is an upgraded version of the It Blows!, and is claimed to have enough power to prevent moisture accumulating in sensitive areas, such as engine bays.

Made of CNC-machined aluminium, the It Blows! XL has a 440W motor and an engine speed of up to 80,000rpm. There are four airflow settings – from Turbo for intense drying to Low for more delicate tasks – and a silicone nozzle to target the airflow.

Muc-Off claims the 24-volt battery gives a run time of up to three hours on its lowest setting, but 10 minutes on Turbo, which creates a wind speed of 42 metres per second. The unit is recharged via a USB-C port, taking two hours for a full top-up.

BOOKS

Super3 Design By Adventure

Andy Plumb (Lead-in Design Ltd, *leadindesign.ltd*)
Price: £50 **Rating:** ★★★★½

FEW cars inspire the same combination of eccentrics and engineers as a Morgan three-wheeler. While the 1909 original was created to save owners money, the car that was reborn in 2012 is very much a fun vehicle aimed at drivers who like something very different.

So it follows that the latest model – the Super 3 – will inspire passion and require a book to go behind the scenes of its creation. This large-format publication goes inside the development of the Super 3 while celebrating a century of Morgan's three-wheeler heritage.

Author Andy Plumb is one of the designers behind the latest model – and having started his career at Reliant, he's certainly experienced both ends of the three-wheeler spectrum. Because he works at Morgan as a digital surfacing designer, he's well placed to give the insider's story with some genuine authority, supported by having access to original engineering data. He's also able to get hold of some excellent photography.

In its early chapters, the book charts the company's first three-wheelers, from the Runabout through to the wartime economy cars. It also details the racing history and competition specials, leading to the reinvention in 2012. The later sections show the evolution of the Super 3 itself, from sketches and renders up through the concept stage and eventually becoming production reality.

It's properly informative and – as you'd expect of a book by a designer – fantastic to look at. This is a rewarding read for Morgan devotees and design enthusiasts alike.

Super3
Design by Adventure
By Andy Plumb

FIRST TEST

LED Lenser P7R Pro

Price: £159.95 **Rating:** ★★★★☆ **Contact:** *ledlenser.co.uk*

ALL of us will have used a torch at some time for working on a car, perhaps to look for a lost bolt in the depths of an engine bay, or to help you see while dealing with a breakdown in the dark. While the lights on our phones mean we always have easy illumination at our fingertips, an LED torch is a superior tool for most jobs in and around your car.

LED Lenser's newly revamped range of torches is of top quality – but this comes at a price. The P7R Pro is the most interesting of the line-up, because it has several innovations and is small enough to fit in a pocket, or a car's glovebox or door bin.

It's also extraordinarily bright. Tap the button twice and it will boost the beam to a maximum output of 2,000 lumens – that's more than a pair of halogen headlamps on older cars – and means the beam can stretch to 320 metres in ideal conditions.

While this will be useful if you are looking down a country lane on a stormy night, the P7R Pro has an adjustable beam so the light pattern can be spread to illuminate a wider area. There is also a twistable Mode Selection Ring, which makes it easy to choose between three light outputs or to lock the switch to prevent accidental activation.

The battery recharges via a dedicated dock or a USB port, and lasted for more than an hour on the brightest setting. It's a very expensive torch, but has the performance and quality to make the cost worth it, especially for a professional user.

> **"THE P7R PRO HAS AN ADJUSTABLE BEAM SO THE LIGHT PATTERN CAN BE SPREAD TO ILLUMINATE A WIDER AREA"**

LIGHT WORK
LED Lenser's P7R Pro isn't cheap, but performs well when working under the bonnet or if you need light to see in the distance

NEW PRODUCT

Simply dash cams

Price: From £39.99
Contact: *jrpdistribution.co.uk*

WHILE there are plenty of dash cams that can record in super-high resolution and are packed with the latest tech, many drivers will be content with a basic camera that's easy to fit. This is where Simply Brands' new range of three no-nonsense products slot in; all cost less than £60 and are simple to use and install.

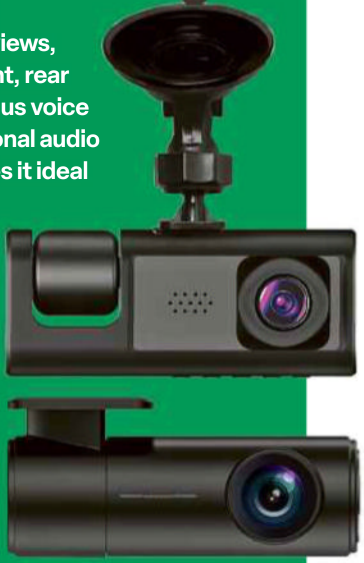
They record in 1080P resolution, which is the minimum we would recommend for effective evidence-quality footage from a dash cam. They also have loop recording to automatically overwrite unneeded footage. If the built-in G-sensor senses an incident, the camera will save a 10-second clip before the accident and 30 seconds afterwards, plus lock the video captured to protect the file from being overwritten.

The cheapest camera in the range is – confusingly – the DC002, which costs £39.99 and has a two-inch display. It supports WiFi connectivity, allowing the driver to connect to an app for real time monitoring and easy access to recordings. It uses an adhesive windscreen mount.

The £49.99 DC001 includes an additional rear camera, a bigger three-inch display and uses a suction mount, making it easier to move between cars.

Finally, the £59.99 DC003 gives three views, recording at the front, rear and inside the car, plus voice recording for additional audio evidence. This makes it ideal for professional drivers who need to have footage inside a vehicle. The interior camera has a 480P resolution.

All three take power from a standard 12V power socket.



MINI TEST

TESTED Driveway cleaners

Flow claims to take the hard work out of sprucing up your driveway. We put it to the test against our current cleaning champ

Tom Barnard

WE all enjoy the feeling when we stand back and look at a freshly cleaned car, but do you ever look at the driveway underneath it? Once you have driven away from your usual spot, you might find there is a ring of grime and algae where your car was parked. If you have a classic vehicle or do DIY servicing, you are likely to find the occasional oil stain too.

Which means it is time to give your driveway a valet. A couple of hours with a hose, brush and a dedicated cleaner will have it looking loved once again. In our last big test, we gave the top prize to Scrubb's Driveway & Patio Cleaner for its combination of cleaning power and value.

It faces a challenge here from Flow's Path & Patio Cleaner, which claims to be easier to use and costs less too. While it is an interesting alternative, it doesn't have the Scrubb's all-round ability, so our current favourite continues its reign.

Scrubb Driveway & Patio Cleaner

Price: £14.98 **Size:** 5 litres **Rating:** ★★★★★
Contact: *toolstation.com*

THE Scrubb is more expensive to buy, at £14.98 for a five-litre container, and a price rise since our last test means we had to look again at the value figures in our test spreadsheet. But it has a suggested dilution rate of just 50ml per litre, which means the product is still seriously economical. This concentration is only really suitable for lightly soiled surfaces though, so we bumped it up to 1:10, which made it much more effective and still cheaper overall than the Flow.

Unlike the Flow, there are no claims that the Scrubb can be left to its own devices, because as the name suggests, you need to use a combination of brushing and hosing the get the best results. But it made a clear difference on all types of dirt, removing algae and soil, and tackling the oil patch when splashed on neat. It's this all-round ability that makes it our Best Buy.

SCRUBB
SO YOU DON'T HAVE TO.
DRIVEWAY & PATIO CLEANER
SHIFTS DIRT, OIL & FUEL STAINS FROM DRIVEWAYS, BLOCK PAVING & MASONRY
Powerful outdoor maintenance cleaner
Suitable for use with pressure washers
Concentrated formulation
5L

Flow Path & Patio Cleaner

Price: £10.79 **Size:** 5 litres **Rating:** ★★★☆☆
Contact: *machinemart.co.uk*

THE main attraction of Flow's cleaner is the promise that you can just "wet and walk away" with no effort, scrubbing or jet washing needed. If this claim were true, it would save hours and a lot of mess. Crucially, it would also mean you wouldn't risk blasting or brushing away the fine sand which fills the gaps in between the paving blocks on many driveways.

Flow says it achieves this with a formula that breaks down dirt and algae, with the instructions suggesting a 1:5 solution is poured on the driveway surface and simply left for a couple of days. It is free from bleach and acid, which means you don't need to worry about accidentally poisoning your pets or flower beds.

Using it this way does seem to kill green growth, but we found you still need to sweep or pressure wash away the residue – so it's not the miracle we had been hoping for. Flow also had little effect on an oil stain.

flow
5:1 CONCENTRATE
5L
PATH & PATIO CLEANER
WET & WALK AWAY
BRICKS
DECKING
PATIO
MADE IN THE UK
POWERFUL FORMULA
WORKS ON ALL OUTDOOR SURFACES, BIODEGRADABLE
CHILD AND PET FRIENDLY ONCE DRY, NO BLEACH OR ACID
NO EFFORT
NO SCRUBBING
NO JET WASHING

BUY YOUR CAR KIT WITH CONFIDENCE
Every week, we extensively test all the latest car kit from tyres to trim cleaners. Scan the code to access our huge online test archive

Tom Barnard

AS the season changes and the weather becomes cooler, we should all take a few minutes to check our cars' tyre pressures. Colder temperatures mean the air in the tyre will contract, dropping the pressure by around 2 PSI for every 10 degree C fall. Left unchecked, this will result in higher fuel consumption, wayward handling and increased tyre wear.

Rather than queuing for the air pump at a service station and rooting through your change pot for a pound coin, investing in your own electric pump will make the task much easier.

While battery-operated cordless compressors are falling in price and improving in performance, many motorists will prefer the reliability of a pump powered by a car's 12V socket – which will ensure you have enough power to inflate several tyres. It's this type we have concentrated on for this test. Which can handle the pressure and comes out top for top-ups?

How we tested

WE were looking for a pump that can inflate tyres quickly, accurately and as easily as possible. To test this, we checked the length of the cables and hoses, noting how these were stored on the machine. We then connected the pumps to a 12V socket via a mains converter to ensure they were receiving consistent power and tested the time it took them to inflate a 15-inch wheel from 10 to 35PSI.

Because many space-saver spares need much higher pressures, we also checked if the pumps could reach 60PSI. The pressures displayed were checked against a calibrated gauge.

We also took extra features and value into account in the final scores.

> "INVESTING IN YOUR OWN ELECTRIC PUMP WILL MAKE CHECKING YOUR TYRE PRESSURES MUCH EASIER"

12V TYRE INFLATORS

Keeping your tyres correctly inflated is vital, and the ideal way is with an electric pump. Here we reveal the best on offer

Ring Ultrainflate 20

Rating: ★★★★★ **Price:** £39.99
Contact: *ringautomotive.com*

AUTO EXPRESS BEST BUY 2025

AT first glance, the pair of pumps from Ring's new Ultrainflate range seem identical, but our test scores show that this cheaper 20 model offers the best combination of performance, features and value.

Its cable and hose are among the longest in this test and there are clever ways to store them so that everything is kept neat. The digital display is clear and easy to use, there's a bright LED work light, and against the stopwatch, the compressor was second fastest to inflate our test tyre. Only a gauge that read 1PSI awry blotted this Ring's score book.

RING
0.0 PSI
30.0 TARGET
ULTRAINFLATE

RAC 12V Digital Air Compressor

Rating: ★★★★⯪ **Price:** £16 **Contact:** *bmstores.co.uk*

AUTO EXPRESS Recommended 2025

THE RAC unit is cheap, but still manages to get the basics right. The digital gauge is basic but clear and has an auto shut-off at your selected pressure. It proved remarkably accurate too, over-reading by just half a PSI.

The cable and hose are long enough to reach around a car and then wrap around the back of the unit when not in use. The pump took a leisurely three minutes exactly to inflate the tyre, but if you're not in a hurry, then it does all you need at a good price.

RAC
12V 150 P.S.I
AIR COMPRESSOR

Halfords Advance Tyre & Leisure Inflator

Rating: ★★★★☆ **Price:** £64.99 **Contact:** *halfords.com*

AUTO EXPRESS Recommended 2025

THE briefcase-sized Advance Inflator from Halfords isn't the sort of pump you'd necessarily want to keep in your boot, but it's designed to suit an active family who constantly need to blow up sports equipment and camping mattresses as well as tyres.

It's the only machine here that can plug into either a 230V mains or a 12V socket, meaning you won't need to pop out to the car when you need to inflate a football or Lilo. The pressure gauge was perfectly accurate, too.

halfords ADVANCED
0.0
SET 30

Ring Ultrainflate 30

Rating: ★★★½☆ **Price:** £59.99 **Contact:** *ringautomotive.com*

THE Ultrainflate 30 has the features we like from the winning 20 version (Page 59) plus a few extras. There is a neat zip-up storage case, a posher brass screw connector for the tyre valve, and a push-button air release if you have overinflated.

The maximum pressure is set using a dial rather than buttons too, which might save a few seconds. The pump is also more powerful, so it took 2.1 seconds less to inflate our tyre. But none of these justify the extra £20 it costs over our winner.

RING
0.0 PSI
30.0 TARGET
ULTRA INFLATE

AstroAI Digital Car Tyre Pump

Rating: ★★★☆☆ **Price:** £15.99 **Contact:** *amazon.co.uk*

THE AstroAI is the cheapest compressor in this test – albeit by just a penny – yet it features a digital display, auto shut-off and even a built-in work light, which might be welcome on a dark night. Oddly, though, this can't be turned off and it illuminates as soon as the 12V cable is plugged in.

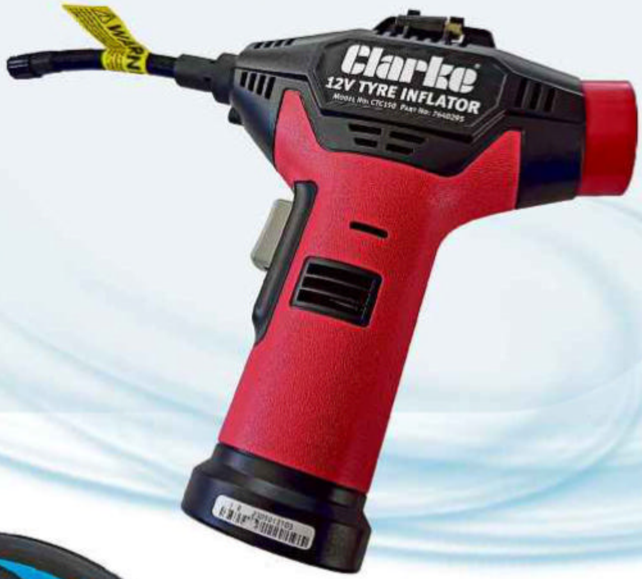
While the pump was noisy, the stopwatch said it was 15 seconds faster to inflate than the RAC pump. But the gauge under-read the pressure by 2PSI and its cable storage is infuriating.

Clarke CTC150 12V Digital Tyre Inflator

Rating: ★★★☆☆ **Price:** £29.99 **Contact:** *machinemart.co.uk*

CLARKE goes its own way, with a hairdryer-shaped device rather than the usual box. This doesn't seem to offer any advantage though, and actually makes pumping tyres much more awkward.

The short hose and strangely located plug for the power cable mean the pump has to be held while in use, especially if you want to keep an eye on the digital display. The gauge is accurate to within 0.5PSI, but the figure hops around wildly during inflation, making it tricky to see your progress.

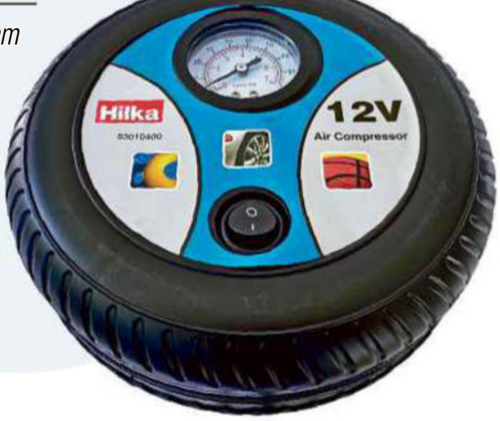


Hilka 12V Air Compressor

Rating: ★★☆☆☆ **Price:** £17.99 **Contact:** *screwfix.com*

SHAPED like a wheel and tyre, the Hilka pump looks like a bit of a novelty. Sadly the test figures made it look like a bit of a toy too, with the shortest cable and longest inflation time. It took 3:06 minutes for our tyre to reach an indicated 30PSI on the gauge.

While this might be forgivable, we were shocked that the calibration was way off, with our test gauges showing 22.5 PSI when the Hilka claimed 30 PSI.



Verdict

TOP spot goes to the Ring Ultrainflate 20, with thoughtful design, decent performance and a keen price. If your budget won't go that far, then the RAC 12V Digital Air Compressor has most of what you need and superb accuracy for just £16. Third place is at the other end of the scale, but the Halfords' unit is perfect if you need to inflate more than just tyres.

Winter Essentials

Nextbase 622GW

Price: £219 (with £50 offer applied)
Visit: *nextbase.co.uk*

Winter roads can be unpredictable, and the Nextbase 622GW dash cam is designed to give extra peace of mind. It captures ultra-clear 4K footage with image stabilisation, keeping recordings smooth even on bumpy roads, and a three-inch touchscreen makes reviewing clips straightforward. The cam's robust feature set, from advanced recording modes to easy installation, positions it among the most capable dash cams on the market. Priced at £219 with a £50 saving offer until 27th October, it's available from nextbase.co.uk, Halfords, Argos, and Currys — a practical upgrade for safer, stress-free driving this winter.

PILE UP
WORLD'S BIGGEST CRASH TEST
NEXTBASE
622 GW

SPT625BK SnowShield

Price: From £49.90
Visit: *sparco-snowsocks.com/en/*

The SPT625BK SnowShield textile snowchains make winter driving straightforward with quick, hassle-free installation, even in emergencies, and includes gloves so you stay clean when fitting. They deliver reliable traction on snow, operate quietly, and ensure a safe, comfortable journey in extreme conditions.

sparco
TEXTILE SNOW SOCKS

SPT624BK SnowShield Plus

Price: From £69.90
Visit: *sparco-snowsocks.com/en/*

The SPT624BK SnowShield Plus offers full protection for tyres and rims, keeping snow, mud, and dirt at bay. Designed for harsh conditions, these textile snow chains provide reliable traction up to 25mph, install quickly, run silently, and make winter driving safer and more comfortable.

sparco
TEXTILE SNOW SOCKS

Nilfisk Multi II 30 T Vacuum Cleaner

Price: £144.49 with code (Normally £169.99)
Visit: *shop.nilfisk.com*

Keeping a car clean inside and out often comes down to having the right kit, and this Wet & Dry Vacuum Cleaner - an Auto Express Recommended product - earns its place in the garage. Its strong suction and generous 4m hose mean you can work your way around a car without dragging the machine around. There's also a plug-in socket that automatically powers up with your tools, plus a handy filter-cleaning function to cut down on maintenance faff. Readers can knock 15% off with the code AUTOEXPRESS15 until October 31st.

AUTO EXPRESS
RECOMMENDED
2025

AlcoSense Excel personal breathalyser

Price: £99.99

Visit: *alcosense.co.uk/excel*

An evo Product Test winner, the AlcoSense Excel breathalyser is your trusty pocket saviour, to quickly and accurately tell you when you're clear of alcohol the morning after the night before. The Excel uses a smaller version of exactly the same sensor as several UK police breathalysers for extra peace of mind, while functions such as Advanced. Temperature Compensation and Deep Air Sampling help to provide ultimate accuracy. So don't leave things to chance after a night out - offering great value and an award-winning design, the Alcosense Excel is a device you can truly rely on.

0.27 mg/L
alcosense
excel

evo PRODUCT TEST WINNER AlcoSense Excel

Auto EXPRESS BEST BUY 2023

BILT HAMBER LABORATORIES
DOUBLE SPEED-WAX
carnauba polymer paste wax
250ml

Bilt Hamber Double Speed-Wax

Price: £16.95

Visit: *bilthamber.com/product/double-speed-wax*

After you've finished meticulously cleaning your car, it's important to make sure your hard work doesn't go to waste. That's why a premium wax is a vital part of any home-detailing kit - providing a layer of protection over the paint finish while also giving a glossy shine. Bilt Hamber's Double Speed-Wax is an award-winner that's both water-repellent and detergent-resistant, producing impressive, long-lasting results. It's better value than the more expensive paste waxes, too, with Double Speed-Wax coming in at £16.95 for a 250ml tin that also includes an applicator pad and a microfibre cloth.

CTek CT5 Time To Go Charger

Price: £89

Visit: *ctek.com*

Keeping a car battery healthy can be one of those chores that's easy to forget until it's too late, but CTEK's CT5 Time To Go charger makes life a lot simpler. Its standout feature is the countdown function, which tells you exactly how many hours remain until your battery is fully charged – a first in automotive charging technology. There's even a "Try" indicator, which lets you know when it's safe to attempt a start, before the battery is fully topped up.

The CT5 Time To Go isn't just smart, it's versatile. It offers three automatic programs: Normal for standard 12V lead acid batteries, AGM for AGM variants, and Record for reconditioning deeply discharged batteries. Fully automatic and safe to leave connected indefinitely, it protects against overcharging, reverse polarity, short circuits, and sparks. It also tests and restores battery capacity, making it ideal for long-term maintenance.

Practical, easy to use, and reliable, it's a solid addition to any garage, especially during colder months when battery performance can dip. Priced at £89, the CT5 Time To Go is available from ctek.com, and comes with a reassuring five-year warranty.

CTEK
TIME TO GO
MODE

TRY
GO CARE
MODE
HOURS
NORMAL AGM RECOND
TIME TO GO
CTEK

Miofive Mirror1

Price: £229.99 (with £30 Amazon voucher applied)

Visit: *amazon.co.uk/dp/B0F6L8WC7K*

Dash cams have become an essential extra set of eyes on the road, and Miofive's Mirror1 is packed with the latest tech. It replaces the standard rear-view mirror with an 11.26-inch touchscreen, giving crisp front and rear views thanks to dual Sony sensors (4K front, 2K rear). UK-specific speed camera alerts and GPS logging add useful peace of mind, while AI driver assistance helps spot lane departures or sudden stops. Installation is flexible with adhesive mounts or clips, and it even arrives with a 128GB card pre-fitted. Find it through Amazon, priced at £229.99 (with a £30 Amazon voucher applied).

Overland and Overland + jump starters

Price: from £79.95

Visit: *mobilesolarchargers.co.uk*

Winners of four Auto Express Best Buy reviews, the Overland and Overland + are excellent expedition-proven power banks that can also jump start any engine from 0.1 to 5.0 litres. The units can be recharged via either mains or an optional fold-out solar panel, and are supplied with their own 12V lighter-style socket.

AutoSock snowsocks

Price: £49.99

Visit: *autosockdirect.co.uk*

Snowy conditions can blow in quite quickly, so having a set of AutoSock snowsocks in the boot is a smart precaution. These textile covers slip over your tyres in minutes and transform traction on snow and ice, helping you stay mobile. They're light, easy to store, and can be fitted without any specialist tools – handy if you're caught out mid-journey. Priced from £49.99, they are available directly from autosockdirect.co.uk.

GYEON Q^2 CanCoat and GYEON Q^{2}M Bathe+

Price: from £22

Visit: *cleanyourcar.co.uk/gyeon*

Winter is never kind to a car's bodywork, with salt, grime and endless rain conspiring to dull even the best paint finish. But giving your car a little love can make life easier – and that's where GYEON's duo of products comes in.

First up is Q^2 CanCoat EVO, a spray-on ceramic coating designed to give lasting protection without the usual faff. It works on paint, trim, wheels, metal, carbon fibre and even paint protection films, so one bottle covers the lot. Application is straightforward: spray onto the supplied towel, wipe over the panel, and buff away the residue. No need for a garage either, as the formula is safe to use outdoors in decent weather. With up to eight applications per bottle, it's also handy for households running more than one car.

To keep things looking fresh, pair it with Q^{2}M Bathe+, a slick, pH-neutral shampoo that adds a hydrophobic layer as you wash. Dirt and water bead off more easily, so the car stays cleaner between washes — a real bonus in winter. It can be used in a bucket or through a foam gun, ideal if you'd rather skip hand washing in the cold.

Prices start from £22 at cleanyourcar.co.uk/gyeon.

CAN COAT
EVO
CAN COAT
EVO
Q²M
BATHE+
GYEON
BATHE+
BATHE+

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BUYING CARS

GET SET FOR EV SALES INCENTIVES

PAUL BARKER

Auto Express's editor reckons buyers could get some tempting deals this year as brands battle to avoid fines for not hitting the Government's EV sales target

AS we head into the final quarter of 2025, some brands will be eyeing their electric-vehicle sales and how close they are to Government targets. And that means there should be some enticing deals around.

For every main car company, 28 per cent of its UK sales in 2025 have to be EVs to avoid hefty fines. But over the first eight months of the year, the actual figure was well off the target, at 21.9 per cent. Although the most recent August figures were as high as 26.5 per cent, that's not going to drag things up fast enough.

Within that overall average, there will be winners and losers; some brands are selling well over 30 per cent EVs, which means others must be a distance off – and they will be under massive pressure to close that gap before the end of 2025. In 2024, the target was 'only' 22 per cent, yet there were lots of deals to be had on a new EV as the year came to a close. But the ramp-up of this target still isn't in line with genuine consumer demand, so there's going to have to be some artificial forcing of sales to dodge fines.

Nosing through our parent brand Carwow's deals, there are already dozens of highly recommendable EVs with thousands off their list price. They include models that also qualify for the Government grant, which has kick-started a price war that is definitely benefitting consumers, if not manufacturers' balance sheets.

Brands such as Hyundai and Kia, which don't yet quality for the grant, and Chinese firms that seem to have been deliberately shut out by the scheme, have brought in their own incentives to match the grant to stay competitive. The grant announcement has boosted interest in EVs, but, as Hyundai's European boss Xavier Martinet recently said (*https://www.autoexpress.co.uk/hyundai/367816/government-ev-grant-creates-unfair-advantage-says-hyundai*), you need to give incentives to be competitive against cars such as the Ford Puma Gen-E, which qualifies for the full £3,750 grant off the list price. Otherwise, consumers will just flock to the Ford – which is not a bad decision. Other less price-competitive brands won't hit the 28 per cent EV share required to dodge some pretty punitive penalties.

The Vehicle Remarketing Association put out some intelligence last week suggesting that "widespread" pre-registering of electric cars by manufacturers will be taking place before the end of the year. That will mean plenty of bargains to be had by consumers who can be flexible about going for a deal, maybe not on a model or a spec that was their top choice.

Pre-registered cars will already have one owner – usually a dealer – on the registration document, but only a handful of miles, so they're one of the real bargain areas of the new-car market, especially as desperation kicks in for those brands that are still short of meeting their EV targets.

> **"INTELLIGENCE LAST WEEK SUGGESTED 'WIDESPREAD' PRE-REGISTERING OF EVs WILL BE TAKING PLACE"**

DRIVER POWER

OWNER VIEWS ON THE UK'S BEST CARS

THE DRIVING EXPERIENCE

YOU SAID "I also have a Jaguar XJR and the Corsa is every bit as enjoyable to drive. The gearchange is nice, the brakes feel very reassuring, and the steering is surprisingly sweet. It even sounds quite nice, yet it's refined at higher speeds on the motorway."

MPG AND RUNNING COSTS

YOU SAID "Much better than my last Corsa, and it does about 400 miles on a tank, which is great. Other running costs are good, too."

> "In hindsight I should have bought a more powerful car. The interior looks and feels cheap too, but it's all that I could afford at the time."

INFOTAINMENT AND ELECTRICS

YOU SAID "The screen isn't as responsive as it ought to be and the infotainment should be more intuitive. The sat-nav, for example, is more complicated than it needs to be. But the hi-fi sounds good and it connects to my phone easily."

PRACTICALITY AND SPACE

YOU SAID "Sometimes, forward visibility is poor when pulling out at a forked junction, due to the A-pillars, but at a regular junction it's fine. What I'm more impressed by is how such a small car has so much boot capacity."

POSITION 43rd

Vauxhall Corsa Mk5

Richard Dredge

THE Corsa is one of five Vauxhalls in this year's survey, and it's the only one outside the top 20. Three of the five are in the top 10, which is an impressive performance for a brand that's long been seen as pretty uninspiring. It's fair to say Vauxhall is on a roll with some great products, even if the Corsa sits towards the bottom of the table, in 43rd place.

The fifth-generation Corsa went on sale more than six years ago, with a choice of electric, diesel and petrol engines. As a result there's a wide spread of views between various Corsa owners, because each powertrain has its own characteristics.

For such an important car to UK buyers, it's disappointing how few high scores the Corsa earns. There are no top-10 places; the best rating is 16th for the balance of physical and touchscreen controls, while braking responsiveness and touchscreen sensitivity both rank 19th. The only other top-20 placing is 20th for the exterior design, but steering response and the audio systems claim a 21st spot.

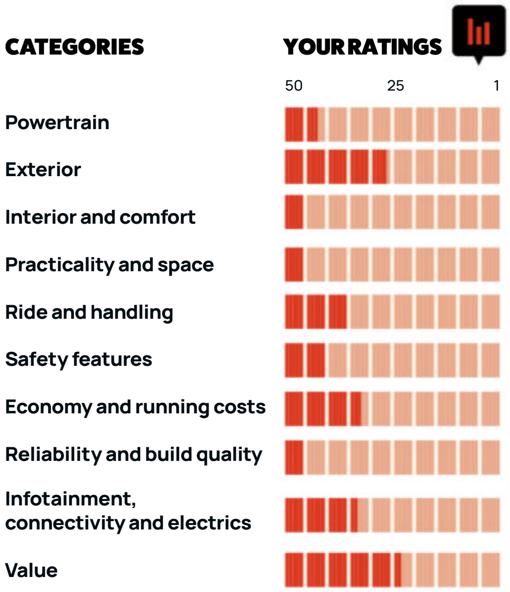
Value for money is rated in 23rd place, while fuel economy and other running costs both rank 24th, but everything else is in the bottom half of the table. This includes the quality of the interior and exterior finish (29th and 33rd), the user-friendliness of the controls (26th) and reliability (40th).

The Corsa doesn't come last for anything, but it's close with driving pleasure, the quality of the sat-nav, overall quality and rear-seat legroom (all in 48th), while 45th for ride comfort is pretty disappointing.

"Everything suits me fine except one thing: there is no interior light in the rear. It's very difficult to fasten child seats in the gloom."

OVERALL SCORE **83.65%**

USED PRICES FROM: £7,000 **YEARS:** 2019 to present
CO2: 117-134g/km **ECONOMY:** 47-52mpg (1.2T 100)
BEST OPTIONS: Space-saver spare wheel, panoramic glass sunroof, parking sensors (when not standard)



DATA BY CATEGORY
Bars illustrate 50-1 rankings per category. The longer the bar the better the car's ranking

INTERIOR AND COMFORT

YOU SAID "The one thing that lets down my Corsa is the front-seat comfort. I've had small cars from Nissan, Citroen and Peugeot and they've all been comfier. It also needs more rear-seat legroom, and wider door openings would make it easier to get in and out."

YOUR VIEW

Reader comments reflecting how they feel about their car

"I like how sporty it looks. The black roof is smart and moves it away from the bad rep that Corsas had in the early 2000s."

"For such a small, cheapish car, the equipment list is amazing. It includes heated seats, a heated steering wheel, and a rear camera."

"My Corsa has been at the dealer for the past six weeks, following the failure of at least six sensors. No parts are available."

WHY DRIVER POWER IS IMPORTANT

Every year thousands of owners share thoughts, opinion and experiences of the cars they own. This not only helps potential buyers, it also helps makers shape the new generation of cars. Make sure your voice is heard.

SCAN THE CODE TO TAKE THE SURVEY
Tell us about your car and you could be in with a chance of winning a £1,000 John Lewis voucher

WANT ONE?
Scan the QR code to look at the used Vauxhall Corsas that are available now in the Auto Express marketplace

ON THE ROAD
Standard DBXs sprint from 0-62mph in 4.5 seconds and top out at 181mph. The 707 boosts this to 3.8 seconds and 193mph

USED BUYER'S GUI

FROM £75,000 Find a good dealer and Brit brand's first SUV is a solid optio

Richard Dredge

THERE was a time when manufacturers such as Porsche, Lamborghini and Aston Martin led with low-slung sports cars and GTs. But things changed, and in the pursuit of growth they started to embrace the SUV. Porsche was first with the Cayenne, which became its most popular model; the smaller Macan SUV would later claim that accolade.

Since then most luxury brands have followed suit, and they've seen significant sales growth as a result. Slightly late to the party was Aston Martin with the DBX, which would quickly become the British company's most important model. It's undeniably a very desirable car, but in a surprisingly busy segment, is it the super-SUV of choice?

HISTORY

THE DBX was unveiled in November 2019, priced from £150k and with the first examples scheduled to be delivered in spring 2020, just as the Covid 19 pandemic hit. All DBXs came with a 542bhp Mercedes-sourced twin-turbo 4.0-litre V8 engine, but for those who wanted more power there was the 697bhp DBX707 from spring 2022.

By April 2024 that was the only powertrain offered in the DBX range. It was at this point that Aston Martin facelifted the DBX, with an all-new infotainment system and a refreshed cabin. The firm turned up the wick even more in April 2025 by unleashing the 717bhp DBX S. This was available alongside the DBX707, but the S brought a carbon-fibre roof, a unique grille and interior trim options that were exclusive to this range-topping model.

WHICH SHOULD I BUY?

NO DBX is lacking when it comes to performance or luxury, with even the cheapest used examples offering plenty of both. Pre-facelift cars (from before April 2024) have disappointing infotainment systems; later ones are much better in this respect, because they adopted Mercedes' brilliant touchscreen set-up.

Aston made a lot of small usability and quality improvements soon after the DBX's introduction, in terms of the interior fitments and the running gear, so buying a slightly newer car is worthwhile. Standard equipment across the range includes leather trim, an Alcantara headlining and panoramic glass roof, 12-way electric adjustment for the front seats, heated seats front and rear, auto-dimming and power-folding door mirrors, three-zone climate control, a powered tailgate and 360-degree cameras.

Options include a heated steering wheel, ventilated seats, a luggage set, a Pet Pack (for animals to have their own space in the boot), a picnic hamper and child seats.

PRICES

FIND an early DBX with around 60,000 miles on the clock and you could pay around £75k for it, but in reality there are very few of these cars available for less than £85,000. This buys a 21-plate example with 40,000 miles on the clock. If you have £100k to spend, you'll find a lot more choice; this bags a 22-plate car that's done just 15,000 miles.

If you want a DBX707, you'll have to spend at least £120,000 to secure one;we spotted a 72-plate car with 15,000 miles notched up. We couldn't find any used DBX Ss for sale yet, but the ceiling for the DBX707 is £230,000 for a delivery-mileage car registered in 2025 (on a 25 or 75-plate).

Few of these cars have covered more than 30,000 miles, with plenty of the DBXs for sale still to breach the 10,000-mile mark, while many have yet to do more than 5,000 miles.

ONLINE VALUATION TOOL
Head over to our valuation tool to check prices on a specific model.

DE Aston Martin DBX

n if you’ve got deep pockets

CHARACTER Aston Martin has ensured the DBX is endowed with lots of performance, but has used its sports car know-how to make the SUV almost as capable as smaller members of the brand’s line-up

BUY THROUGH AUTO EXPRESS!

Scan the code to view used Aston Martin DBXs for sale

✓CHECKLIST

MINOR NIGGLES

These cars are hand-built and rare, so pinpointing fault patterns is tricky. Owners’ forums have thrown up items such as headlight condensation, air-con failure and the door mirrors refusing the fold in.

KEEP IN TRIM

There’s a lot of leather upholstery in the DBX’s cabin and problems seem to be few and far between. But one or two owners have reported issues with premature wear, especially on the driver’s seat.

CHARGE!

Some owners have found that if they don’t drive their DBX every week, the battery drains, causing problems with the windows, locking and door mirrors. A battery conditioner helps to prevent this.

BIG TOW

Fancy driving the coolest towcar on the road? Then you’re in luck, because Aston Martin offers a factory-fitted towbar at extra cost, which allows the DBX to pull up to 2,700kg.

STYLING The SUV body means plenty of space inside for five people and their luggage, but Aston’s first SUV also looks sporty, as you’d expect from a brand with a pedigree in performance cars

RUNNING COSTS

THE official claimed fuel economy figure is just under 20mpg, and it seems that you can expect to achieve this on a run, although it can be a lot less around town. Insurance costs will be steep because all DBXs are in highest group 50, and they're also all liable for the expensive car tax supplement until year six (which means £620 per year for road tax).

Depreciation is stiff, too; we found a 2022 car, with 50,000 miles notched up, for sale at £85k; it cost its first owner just under £200k. Services are due every 12 months or 10,000 miles and the first three are free. After that it gets pricey, with the fourth DBX service pegged at £2,160 (£2,375 for the DBX707). Services five, six and seven cost £2,400, £1,680 and £660 respectively for the DBX, while the equivalent prices for the DBX707 are £760, £3,580 and £560.

RECALLS

SINCE the DBX was unveiled at the end of 2019, Aston Martin has issued six recalls across its range, most affecting multiple models. The first two actions (November 2019 and October 2020) were because of airbag glitches, but they didn't affect the DBX.

The next campaign was aimed specifically at the DBX and was issued in April 2024. It covered some cars made between May 2022 and September 2023 with incorrectly assembled fuseboxes.

Five months later, the DBX707, DB12 and Vantage were all recalled, because some cars built between September 2022 and July 2024 were delivered with sub-standard oil cooler hoses. These could split without warning, starving the engine of oil and in a worst-case scenario the motor could seize up.

RUNNING COSTS A luxury SUV such as the Aston Martin DBX comes with big bills for fuel, insurance, Vehicle Excise Duty and routine maintenance

PRACTICALITY Access to the 638-litre boot is good and helped by the low lip. Fold the 40:20:40-split rear bench down and you'll have 1,530 litres of space to play with

ON THE ROAD

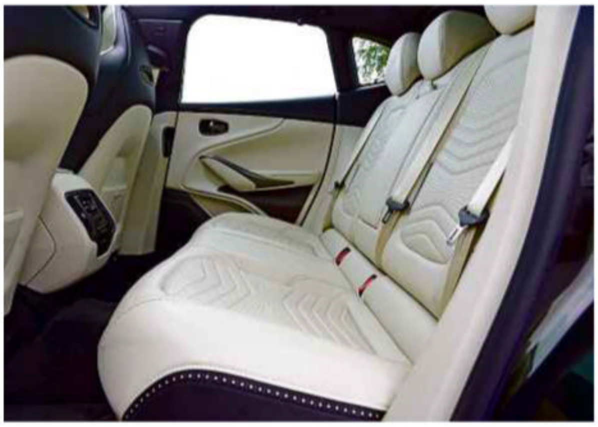
THE DBX weighs at least 2.2 tonnes, but despite this it feels surprisingly light and nimble, and it's genuinely fun to drive. Of course, it's searingly quick; even the entry-level DBX does 0-62mph in 4.5 seconds and 181mph, but this is no one-trick pony.

Air suspension, adaptive dampers and an anti-roll control system mean it handles brilliantly, while being very comfy even on 23-inch wheels. With six driving settings, you can set up the suspension, steering, gearbox and throttle response just how you want them, and within the modes you can tailor things even further.

ALTERNATIVES

THE Porsche Cayenne Coupé comes with up to 670bhp and is engaging to drive, while the Bentley Bentayga feels fabulously special inside; only the Range Rover SV Autobiography runs it close. The Lamborghini Urus is astonishingly fast and handles superbly, while the Rolls-Royce Cullinan and Ferrari Purosangue are on another level in terms of price (from £200k on the used market).

Other options include the 567bhp BMW X6 M, 563bhp Mercedes-AMG GLE (603bhp in S form) and 592bhp Audi RS Q8. All offer monster performance, just like the 542bhp Jaguar F-Pace SVR, but they don't offer quite the sense of occasion of the others.



INTERIOR

WITH a huge range of front-seat adjustment, anyone can get comfortable. There are expensive materials everywhere, and the cabin feels truly special. But oddments space is poor and the busy centre console take some getting used to. However, there's room for five adults (four in comfort), while boot space is excellent, at 638 litres.

DRIVER POWER

ASTON Martin has a market share in the UK of just 0.05 per cent, so no Aston has appeared in Driver Power, nor has the firm been in our Brands survey. But anecdotal owner feedback online seems to be largely positive.

Forums highlight that the DBX is special in terms of the driving experience, fit and finish, and all aspects of performance. Of course, running costs are steep, but the biggest disappointment seems to be inconsistent dealer service if things do go wrong.

AEX VERDICT ★★★★½

THE DBX is a fabulous model in that it's brilliant to drive, has a gorgeous interior, is ridiculously quick and is decently practical. The car looks and feels special, and it sounds great as well. It has brought in a lot of new customers for Aston Martin, many of whom have been impressed by the ability of such a tiny marque to create something so special.

But not everyone is so impressed with Aston's SUV, and in some cases DBX ownership has turned people against the brand altogether, because dealers haven't been able to fix inexcusable niggles. So before buying a DBX, analyse every aspect of the car, and make sure that you have a great dealer nearby.

HONDA e – £11,884

1

BEFORE you sort a rugged 4x4 and sporty convertible, what you need is an efficient runaround for urban driving – but efficient doesn't have to mean boring. The Honda e might not have a long range – the other two cars here will very happily take care of that – but it's a fascinating example of a brand going all out in terms of tech and build quality.

The Honda e's brilliant interior and sweet touches give it loads of charisma, plus four seats, a small boot and peerless build quality. This baby Honda is holding its value well too. The £12k car we found had done nearly 40,000 miles in five years – not bad given the short range.

IF this Honda e has already been sold, scan the QR code to check out other examples of the stylish urban EV through Auto Express's network of trusted dealers.

"The brilliant interior and sweet touches give it loads of charisma, plus four seats, a small boot and great quality"

3 CAR GARAGE

£55k for three cars that will satisfy a modern adventurer

By Jordan Katsianis

IF you prefer to holiday on the open road, rather than in a check-in queue, the Land Rover Defender might appeal. But, it's expensive, so here we've picked three cars for the cost of a new Defender 90. One will take you off the beaten track, one is a perfect sports car, and the other an urban EV.

Whether you're attracted by the open road, the urban jungle, or want to get off the beaten track, these three will scratch every one of your itches

MITSUBISHI SHOGUN SPORT – £18,295

2

WHEN you need to go a long way over rugged terrain, getting there is only half the journey – because you always need to come back. Defenders don't have a perfect reliability record, so a Japanese model could be a good – but possibly expensive – idea. Mitsubishi hasn't offered its full-sized Shogun in the UK for a few years, but the Shogun Sport – a mechanically simpler alternative – brings the same toughness with modern tech at sensible prices.

It shares its chassis with a pick-up truck, so don't expect Land Rover-like refinement or comfort, but when the going gets tough, it's the perfect partner for an adventure.

IF you've already missed this 4x4, scan the QR code to check out other Mitsubishi Shogun Sports elsewhere via the Auto Express Find a Car service.

"There's no Land Rover-like comfort, but when the going gets tough, it's a perfect partner for adventure"

MAZDA MX-5 – £24,399

3

AT the opposite end of the spectrum to the Mitsubishi is the Mazda MX-5. The biggest proportion of our budget has been spent here, to get the top-spec Homura model with the 2.0-litre engine. This has as much power as you can get in an MX-5, plus a limited-slip diff, Bilstein dampers and Brembo brakes. The one we spotted was a 2023 model with just over 18,000 miles on the clock.

Not only is it enormous fun to drive, it's also extremely reliable, and the running costs are reasonable.

Scan the QR code to check out loads of Mazda MX-5s – soft-tops and RF hard-tops – currently on offer through Auto Express's network of trusted dealers.

"Not only is it enormous fun to drive, it's also very reliable, and the running costs are reasonable"

NEW CAR PRICES

HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100km/h), in seconds.

ECONOMY/EMISSIONS/RANGE: Combined WLTP economy in miles per gallon, emissions in grams per kilometre of CO2 and maximum claimed range for EVs. Figures are achieved in the latest WLTP tests, but will vary according to equipment and are unlikely to be representative of everyday efficiency.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: Next to each manufacturer's name is the basic warranty period in months and miles for the mechanical parts. EVs and hybrids will have dedicated battery cover.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, the first 12 months' of emissions-based road tax, number plates and first registration.

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK. The lower the number, the higher the score a model achieved.

ROAD TAX: When a car is first registered, its first year's road tax is included in the price. This is emissions-based, with cars falling into one of 13 bands as follows:

0g/km: £10 **1-50g/km:** £110 **51-75g/km:** £130 **76-90g/km:** £270 **91-100g/km:** £350 **101-110g/km:** £390 **111-130g/km:** £440 **131-150g/km:** £540 **151-170g/km:** £1,360 **171-190g/km:** £2,190 **191-225g/km:** £3,300 **226-255g/km:** £4,680 **255g/km and above:** £5,490

After 12 months, it's the owner's responsibility to tax their vehicle. All cars are now levied at the same rate whether they're electric, hybrid, petrol or diesel. The standard rate is £195, while cars costing more than £40,000 face an additional charge that increases the annual rate to £620. After five years, these models revert to the lower rates.

EURO NCAP RATING: At the start of each model is its Euro NCAP crash test safety rating (if available). The maximum score is five stars, although the test has been made tougher over the years, so ratings aren't comparable between vehicles and expire after six years.

PICK-UP TRUCKS: The models listed here pay a flat rate of road tax, at £355 per year.

ABARTH

Dealers: 82 **Warranty:** 3 yrs/60000 mls

500e - 3673x1682mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (152) auto 500e	164	7.0	0	23	£29985
42kWh (152) auto 500e Turismo	157	7.0	0	23	£33985

500C: add £3000

600e - 4187x1779mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (240) auto 600e	200	6.2	0	35	£36985
54kWh (280) at 600e Scorpionissima	200	5.9	0	36	£39885

ALFA ROMEO

Dealers: 55 **Warranty:** 3 yrs/unlimited mls

Giulia - 4643x1873mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto Sprint	39.2	5.7	162	24	£43750
2.0T (280) auto Veloce	38.2	5.7	167	34	£48750
2.0T (280) auto Intensa	38.7	5.7	166	34	£53150
2.9 V6TT (520) auto Quadrifoglio	27.7	3.9	231	46	£86885

Junior - 4173x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Ibrida	58.9	8.9	109	26	£28400
1.2 Hybrid (136) auto Intensa	58.9	8.9	109	26	£33400
54kWh (156) auto Elettrica	247	9.0	0	23	£33905
54kWh (156) auto Speciale	254	9.0	0	23	£35705
54kWh (156) auto Intensa	254	9.0	0	23	£38905
54kWh (280) auto Veloce	200	6.0	0	34	£42305

Tonale - 4528x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T Hybrid (160) auto Sprint	49.6	8.8	129	28	£38650
1.5T Hybrid (160) auto Veloce	48.7	8.8	130	29	£43650
1.5T Hybrid (160) auto Intensa	48.7	8.8	131	29	£48050
1.3T PHEV (280) auto Sprint Q4	201.8	6.2	30	37	£45500
1.3T PHEV (280) auto Veloce Q4	201.8	6.2	30	37	£50500
1.3T PHEV (280) auto Intensa Q4	201.8	6.2	32	37	£54900

Stelvio - 4687x1903mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto AWD Sprint	33.6	5.7	192	30	£52000
2.0T (280) auto AWD Veloce	33.2	5.7	192	30	£57000
2.0T (280) auto AWD Intensa	33.2	5.7	192	30	£61400
2.9 V6TT (510) at AWD Q'foglio	23.9	3.8	267	50	£95890

ALPINA

Dealers: 7 **Warranty:** 3 yrs/60000 mls

D3 S - 4723x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto AWD saloon	39.2	4.6	188	50	£69350
3.0TT (355) at AWD Touring	39.2	4.8	188	50	£70250

B3 GT - 4725x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (529) auto AWD saloon	26.6	3.4	241	50	£91640
3.0TT (529) auto AWD Touring	26.6	3.5	241	50	£92740

D4 S - 4792x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) at AWD Gran Coupe	39.2	4.8	188	50	£71400

B4 GT - 4800x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (495) at AWD Gran Coupe	26.6	3.5	241	50	£93740

B8 - 5092x1932mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (634) auto Gran Coupe	23.9	3.3	268	50	£191300

XD3 - 4715x1897mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto XD3	36.7	4.9	202	50	£72000

XB7 - 5195x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (621) auto XB7	22.1	4.2	289	50	£169645

ALPINE

Dealers: 7 **Warranty:** 3 yrs/60000 mls

A290 - 4181x1798mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (180) auto A290 GT	236	7.4	0	27	£33500
52kWh (180) at A290 GT Performance	236	7.4	0	29	£36000
52kWh (220) auto A290 GTS	226	6.4	0	29	£37500

A110 - 4181x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8T (252) auto A110	42.2	4.5	152	44	£55160
1.8T (300) auto A110 GT	41.5	4.2	154	44	£66170
1.8T (300) auto A110 S	40.9	4.2	156	46	£68170
1.8T (300) auto A110 R Turini	41.5	4.0	156	46	£92710

ARIEL

Dealers: N/A **Warranty:** 1 yr/unlimited mls

Atom - 3410x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (245) Atom 3.5	N/A	2.7	N/A	N/A	£32394

Nomad - 3215x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.4 (235) Nomad	N/A	3.4	N/A	N/A	£33500

ASTON MARTIN

Dealers: 20 **Warranty:** 3 yrs/unlimited mls

DBX - 5039x1998mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (707) auto DBX707	19.9	3.3	323	50	£210000

Vantage - 4465x1949mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (665) auto Vantage	23.3	3.5	274	50	£165000
4.0 V8TT (535) auto Vantage F1 Ed	24.3	3.6	264	50	£156000
4.0 V8TT (510) auto Roadster	24.3	3.8	263	50	£138000
4.0 V8TT (535) at Roadster F1 Ed	24.3	3.7	264	50	£163000

DB12 - 4725x2060mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (680) auto DB12	23.2	3.6	276	50	£191000
4.0 V8TT (680) auto DB12 Volante	23.2	4.1	276	50	£204500

Vanquish - 4850x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.2 V12TT (835) auto Vanquish	20.7	3.3	312	50	£334000
5.2 V12TT (835) at Vanquish Volante	N/A	3.4	N/A	50	£361000

AUDI

Dealers: 118 **Warranty:** 3 yrs/60000 mls

A1 Sportback - 4029x1740mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (95) 25 TFSI Sport	52.3	11.0	124	19	£24030
1.0 (95) 25 TFSI S line	51.4	11.0	126	19	£25980
1.0 (95) 25 TFSI auto Sport	50.4	11.5	127	19	£25070
1.0 (95) 25 TFSI auto S line	49.6	11.5	129	19	£27020
1.0 (110) 30 TFSI Sport	51.4	9.7	124	19	£24765
1.0 (110) 30 TFSI S line	50.4	9.7	127	19	£26715
1.0 (110) 30 TFSI auto Sport	50.4	9.8	127	19	£25805
1.0 (110) 30 TFSI auto S line	49.6	9.8	129	19	£27755
1.5 (150) 35 TFSI auto S line	49.6	8.1	128	25	£28780

Black Edition: add £2275 to S line

A3 Sportback - 4343x1984mm
Euro NCAP: ★★★★★ **Driver Power:** 36th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TFSI (116) Sport	50.4	9.7	127	17	£29725
1.5 TFSI (116) S line	48.7	9.7	133	18	£32105
1.5 TFSI (116) auto Sport	53.3	9.9	121	16	£31275
1.5 TFSI (116) auto S line	50.4	9.9	127	18	£33555
1.5 TFSI (150) Sport	50.4	8.4	128	22	£30780
1.5 TFSI (150) S line	47.9	8.4	134	22	£33160
1.5 TFSI (150) auto Sport	53.3	8.1	121	23	£32285
1.5 TFSI (150) auto S line	50.4	8.1	127	23	£34565
1.5 TFSI e (204) auto Sport	941.6	7.4	7	25	£39290
1.5 TFSI e (204) auto S line	706.2	7.4	9	26	£41570
2.0 TFSI (333) quat at S3 Black Ed	33.6	4.7	191	33	£48390
2.5 TFSI (400) quattro auto RS 3	30.4	3.8	211	36	£61525
2.0 TDI (150) auto Sport	57.6	8.1	128	23	£34185
2.0 TDI (150) auto S line	55.4	8.1	134	24	£36565

Black Edition: add £1700 to S line (not 30 TFSI) **Carbon Black:** add £4650 to RS 3 **Vorsprung:** add £5475 to S3 Black Edition, add £7250 to RS 3

A3 Saloon - 4495x1984mm
Euro NCAP: ★★★★★ **Driver Power:** 36th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TFSI (116) Sport	52.3	9.7	124	18	£30300
1.5 TFSI (116) S line	49.6	9.7	129	18	£32580
1.5 TFSI (116) auto Sport	54.3	9.9	119	17	£31850
1.5 TFSI (116) auto S line	52.3	9.9	123	18	£34130
1.5 TFSI (150) Sport	51.4	8.4	125	22	£31300
1.5 TFSI (150) S line	49.6	8.4	130	22	£33580
1.5 TFSI (150) auto Sport	54.3	8.1	119	23	£32850
1.5 TFSI (150) auto S line	52.3	8.1	123	23	£35130
2.0 TFSI (333) quat at S3 Black Ed	35.3	4.7	183	33	£48400
2.5 TFSI (400) quattro auto RS 3	31.0	3.8	207	36	£62525
2.0 TDI (150) auto Sport	58.9	8.1	125	24	£34750
2.0 TDI (150) auto S line	56.5	8.1	131	24	£37030

Black Edition: add £1700 to S line
Carbon Black: add £4650 to RS 3
Vorsprung: add £5475 to S3 add £7250 to RS 3

A5 - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	42.2	9.8	155	23	£42660
2.0 TFSI (150) auto S line	41.5	9.8	154	24	£44810
2.0 TFSI (204) auto Sport	42.2	7.8	155	30	£45000
2.0 TFSI (204) auto S line	41.5	7.8	155	31	£47150
2.0 TFSI e (299) quat auto Technik	141.9	5.9	45	39	£48950
2.0 TFSI e (299) quattro auto Sport	138.8	5.9	46	39	£50950
2.0 TFSI e (299) quattro auto S line	139.3	5.9	46	40	£53600
3.0 V6 TFSI (367) quat at S5 Edition 1	37.2	4.5	173	42	£69825
2.0 TDI (204) auto Sport	58.9	7.7	127	32	£47200
2.0 TDI (204) auto S line	58.9	7.7	127	32	£49350
2.0 TDI (204) quattro auto Sport	56.5	6.9	133	34	£48775
2.0 TDI (204) quattro auto S line	55.4	6.9	133	34	£50925

Edition 1: add £5000 to S line

A5 Avant - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	41.5	9.8	155	24	£44560
2.0 TFSI (150) auto S line	40.9	9.8	157	24	£46710
2.0 TFSI (204) auto Sport	41.5	7.8	157	30	£46900
2.0 TFSI (204) auto S line	40.9	7.8	159	31	£49050
2.0 TFSI e (299) quat auto Technik	136.3	5.9	47	39	£50850
2.0 TFSI e (299) quattro auto Sport	134.4	5.9	48	39	£52850
2.0 TFSI e (299) quattro auto S line	132.0	5.9	49	40	£55500
3.0 V6 TFSI (367) quat at S5 Edition 1	36.2	4.5	177	43	£71725
2.0 TDI (204) auto Sport	57.6	7.7	129	32	£49100
2.0 TDI (204) auto S line	57.6	7.7	130	32	£51350
2.0 TDI (204) quattro auto Sport	55.4	6.9	134	34	£50675
2.0 TDI (204) quattro auto S line	55.4	6.9	135	34	£52825

Edition 1: add £5000 to S line

A6 - 4999x2099mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (204) auto Sport	40.4	8.2	159	31	£50560
2.0 TFSI (204) auto S line	40.0	8.2	160	32	£53360
2.0 TFSI e (299) quattro auto Sport	128.6	6.0	50	40	£60960
2.0 TFSI e (299) quattro auto S line	129.7	6.0	49	41	£63260
2.0 TDI (204) auto Sport	55.5	6.9	133	36	£54830
2.0 TDI (204) auto S line	54.8	6.9	135	37	£57630

Edition 1: add £4900 to S line

A6 Avant - 4999x2099mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (204) auto Sport	39.5	8.3	162	31	£52510
2.0 TFSI (204) auto S line	39.1	8.3	164	32	£55310
2.0 TFSI e (299) quattro auto Sport	123.0	6.0	52	40	£62930
2.0 TFSI e (299) quattro auto S line	123.4	6.0	52	41	£65230
2.0 TDI (204) auto Sport	54.2	7.0	137	36	£56780
2.0 TDI (204) auto S line	53.4	7.0	139	37	£59580

Edition 1: add £4900 to S line

RS 6 Avant - 4995x2110mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 TFSI (600) quattro auto perf	22.4	3.6	286	50	£120165

Carbon Black: add £8950 **Carbon Vorsprung:** add £17400

A6 Sportback e-tron - 4928x1923mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (326) auto Sport	384	6.0	0	43	£62540
83kWh (326) auto S line	383	6.0	0	43	£66040
100kWh (380) auto Sport perf	464	5.4	0	44	£68810
100kWh (380) auto S line perf	463	5.4	0	44	£72310
100kWh (462) quattro auto Sport	440	4.5	0	48	£73910
100kWh (462) quattro auto S line	439	4.5	0	50	£77410
100kWh (551) quattro at S6 Edition 1	407	3.9	0	50	£97540

Edition 1: add £5000 to S line

A6 Avant e-tron - 4928x1923mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (326) auto Sport	364	6.0	0	43	£64340
83kWh (326) auto S line	362	6.0	0	43	£67840
100kWh (380) auto Sport perf	437	5.4	0	44	£70610
100kWh (380) auto S line perf	436	5.4	0	44	£74110
100kWh (462) quattro auto Sport	418	4.5	0	48	£75710
100kWh (462) quattro auto S line	415	4.5	0	50	£79210
100kWh (551) quattro at S6 Edition 1	391	3.9	0	50	£99340

Edition 1: add £5000 to S line

e-tron GT - 4990x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
105kWh (584) quattro auto	386	4.2	0	50	£88555
105kWh (680) quattro auto S	375	3.6	0	50	£107825
105kWh (857) quattro auto RS	368	3.1	0	50	£126425
105kWh (857) quat at RS Carbon Bl	369	3.1	0	50	£138925
105kWh (925) quattro at RS perf	365	2.9	0	50	£142925
105kWh (925) quat at RS perf Carbon	365	2.9	0	50	£155425

Vorsprung: add £22900 to S, add £11000 to RS Carbon Black

A8 - 5172-5302x1945mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (462) 60 TFSI e qt at Sport	148.7	4.9	42	50	£94480
3.0 V6 (462) 60 TFSI e qt at Sport L	148.7	4.9	43	50	£98480
4.0 V8 TFSI (571) quat at S8 Black	24.6	3.8	260	50	£118285
3.0 (286) 50 TDI quat auto Sport	40.4	5.9	185	29	£85710
3.0 (286) 50 TDI quat auto Sport L	39.8	5.9	185	29	£89710

S line: add £4250 to Sport
Black Edition: add £2300 to S line
Vorsprung: add £10750 to S8

Q2 - 4191x1794mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (116) 30 TFSI Sport	49.6	10.5	131	14	£29765
1.0 (116) 30 TFSI S line	47.9	10.5	134	14	£32215
1.5 (150) 35 TFSI Sport	47.9	8.6	133	20	£31575
1.5 (150) 35 TFSI S line	47.9	8.6	133	20	£34025
1.5 (150) 35 TFSI auto Sport	46.3	8.6	138	20	£33125
1.5 (150) 35 TFSI auto S line	46.3	8.6	138	20	£35575
2.0 TFSI (300) quat at SQ2 Black Ed	34.4	4.9	186	37	£46820

Black Edition: add £1700 to S line
Vorsprung: add £3850 to SQ2

Q3 - 4531x2087mm (inc mirrors)
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TFSI (150) auto Sport	46.5	9.1	138	N/A	£38300
1.5 TFSI (150) auto S line	45.4	9.1	142	N/A	£41100
1.5 e-Hybrid (272) auto Sport	161.9	6.8	40	N/A	£45800
1.5 e-Hybrid (272) auto S line	152.6	6.8	42	N/A	£48600
2.0 TFSI (204) quattro auto Sport	36.1	7.1	178	N/A	£42000
2.0 TFSI (204) quattro auto S line	35.4	7.1	181	N/A	£44800
2.0 TFSI (265) quattro auto S line	33.1	5.7	194	N/A	£48900
2.0 TDI (150) auto Sport	52.7	9.2	140	N/A	£40000
2.0 TDI (150) auto S line	51.6	9.2	143	N/A	£42800

Edition 1: add £3550 to S line

Q3 Sportback - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	42.8	9.5	149	24	£36565
1.5 (150) 35 TFSI S line	42.8	9.5	149	24	£39735
1.5 (150) 35 TFSI auto Sport	42.8	9.5	149	24	£38145
1.5 (150) 35 TFSI auto S line	42.8	9.5	149	24	£41315
2.0 (190) 40 TFSI quattro at S line	36.7	7.3	175	31	£44655
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	195	35	£47665
2.0 (150) 35 TDI auto Sport	51.4	9.3	143	25	£39745
2.0 (150) 35 TDI auto S line	51.4	9.3	143	25	£41145
2.0 (200) 40 TDI quattro at S line	44.8	7.3	164	25	£45755

Black Edition: add £2050 to S line

Q4 e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) 40 e-tron auto Sport	251	8.1	0	32	£46610
82kWh (286) 45 e-tron auto Sport	338	6.6	0	36	£51310
82kWh (286) 45 e-tron qt at Sport	320	6.6	0	37	£52740
82kWh (340) 55 e-tron qt at Sport	320	5.4	0	39	£57690

S line: add £2550
Black Edition: add £4800

Q4 Sportback e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) 40 e-tron auto Sport	256	8.1	0	32	£48110
82kWh (286) 45 e-tron auto Sport	347	6.6	0	36	£52810
82kWh (286) 45 e-tron qt at Sport	328	6.6	0	37	£54240
82kWh (340) 55 e-tron qt at Sport	328	5.4	0	39	£59190

S line: add £2550
Black Edition: add £4800

Q5 - 4717x2155mm (inc mirrors)
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (204) quattro auto Sport	40.4	7.2	159	37	£50660
2.0 TFSI (204) quattro auto S line	39.4	7.2	163	38	£53260
2.0 e-Hybrid (299) quattro at Sport	111.3	6.2	58	43	£56740
2.0 e-Hybrid (299) quattro at S line	99.6	6.2	64	43	£59340
3.0 V6 TFSI (367) quattro auto SQ5	34.1	4.5	188	45	£75525
2.0 TDI (204) quattro auto Sport	47.0	7.4	158	38	£52310
2.0 TDI (204) quattro auto S line	45.9	7.4	162	39	£54910

Edition 1: add £4200 to S line

Q5 Sportback - 4717x2155mm (inc mirrors)
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (204) quattro auto Sport	40.3	7.2	159	37	£53160
2.0 TFSI (204) quattro auto S line	39.5	7.2	162	38	£55760
2.0 e-Hybrid (299) quattro at Sport	110.9	6.2	58	43	£59240
2.0 e-Hybrid (299) quattro at S line	100.3	6.2	64	43	£61840
3.0 V6 TFSI (367) quattro auto SQ5	34.2	4.5	187	45	£78775
2.0 TDI (204) quattro auto Sport	47.2	7.4	157	38	£54810
2.0 TDI (204) quattro auto S line	46.3	7.4	160	39	£57410

Edition 1: add £4200 to S line

Q6 e-tron - 4771x1939mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (252) auto Sport	326	7.0	0	44	£60515
83kWh (252) auto S line	300	7.0	0	45	£63515
100kWh (306) auto Sport perf	393	6.7	0	45	£64015
100kWh (306) auto S line perf	361	6.7	0	47	£67015
100kWh (388) quattro auto Sport	382	5.9	0	46	£69515
100kWh (388) quattro auto S line	349	5.9	0	47	£72515
100kWh (490) qt at SQ6 Edition 1	360	4.3	0	50	£92990

Edition 1: add £5000 to S line

Q6 Sportback e-tron - 4771x1939mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (252) auto Sport	334	7.0	0	44	£63015
83kWh (252) auto S line	300	7.0	0	45	£66015
100kWh (306) auto Sport perf	406	6.7	0	45	£66515
100kWh (306) auto S line perf	361	6.7	0	47	£69515
100kWh (388) quattro auto Sport	382	5.9	0	46	£72015
100kWh (388) quattro auto S line	349	5.9	0	47	£75015
100kWh (490) qt at SQ6 Edition 1	369	4.3	0	50	£95490

Edition 1: add £5000 to S line

Q7 - 5052x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TFSI (340) quattro at S line	27.6	5.6	233	41	£73850
3.0 V6 TFSI e (394) quattro at S line	219.7	5.7	29	41	£77135
4.0 V8 TFSI (507) qt at SQ7 Black	23.5	4.1	274	50	£97745
3.0 V6 TDI (231) quattro at S line	35.7	7.1	207	41	£70730
3.0 V6 TDI (286) quattro at S line	35.6	6.1	208	43	£73770

Black Edition: add £4550 to S line
Vorsprung: add £23200 to S line, add £18950 to SQ7

Q8 - 4986x1995mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TFSI (340) quattro at S line	27.4	5.6	234	45	£81130
3.0 V6 TFSI e (394) quattro at S line	226.1	5.7	28	41	£84600
4.0 V8 TFSI (507) qt at SQ8 Black	23.0	4.1	279	50	£102740
4.0 V8 TFSI (600) quattro at RS Q8	21.5	3.8	299	50	£125090
4.0 V8 TFSI (640) quat at RS Q8 perf	21.4	3.6	300	50	£140090
3.0 V6 TDI (286) quattro at S line	34.9	6.1	212	47	£79805

Black Edition: add £4550 to S line
Vorsprung: add £23800 to S line, add £19550 to SQ8, add £17800 to RS Q8 **Carbon Black:** add £10500 to RS Q8

BAC

Dealers: 1 **Warranty:** 1yr

Mono - 4952x1836mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 (305) Mono	N/A	2.7	N/A	N/A	£215000
2.5 (350) Mono R	N/A	2.5	N/A	N/A	£235000

BENTLEY

Dealers: 23 **Warranty:** 3 yrs/unlimited mls

Flying Spur - 5316x1988mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (544) auto	85.6	4.3	75	50	£180400
3.0 V6 Hybrid (544) auto S	85.6	4.3	75	50	£201000
4.0 V8TT (550) auto	22.2	4.1	288	50	£175100
4.0 V8TT (550) auto S	22.2	4.1	288	50	£202400
4.0 V8 Hybrid (782) auto Speed	941.6	3.5	33	50	£239000

Bentayga - 5125x2010mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (462) auto	83.1	5.3	68	50	£172600
3.0 V6 Hybrid (462) auto S	83.1	5.3	68	50	£195000
4.0 V8TT (550) auto	23.5	4.5	294	50	£172600
4.0 V8TT (550) auto S	21.7	4.5	294	50	£201500

Continental - 4895x1966mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8 Hybrid (680) auto GT	N/A	3.7	N/A	50	£202400
4.0 V8 Hybrid (782) at GT Conv	N/A	3.9	N/A	50	£222600
4.0 V8 Hybrid (782) auto GT Speed	217.3	3.2	29	50	£251000
4.0 V8 Hybrid (782) at GT Spd Conv	201.8	3.4	31	50	£272100

BMW

Dealers: 192 Warranty: 3 yrs/unlimited mls

1 Series - 4361x1800mm
Euro NCAP: N/A **Driver Power:** 17th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto 120 Sport	52.3	7.8	121	21	£32290
1.5T (170) auto 120 M Sport	52.3	7.8	121	21	£34290
1.5T (218) auto 123 xDrive M Sport	47.9	6.3	135	26	£37470
2.0T (300) auto xDrive M135	37.2	4.9	173	29	£44925

2 Series Gran Coupe - 4526x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (170) auto 220 M Sport	53.3	7.9	120	27	£36160
1.5T (218) auto 223 xDrive M Sport	47.9	6.4	133	26	£39340
2.0T (300) auto xDrive M235	37.7	4.9	170	36	£45945

3 Series - 4713x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	43.5	7.4	147	29	£41310
2.0T (184) auto 320i M Sport	42.8	7.4	148	29	£42560
3.0T (374) auto M340i xDrive	36.2	4.4	177	38	£62080
3.0TT (530) at M3 Comp xDrive	28.0	3.5	227	41	£89635
2.0T PHEV (292) auto 330e Sport	353.1	5.9	19	34	£47185
2.0T PHEV (292) at 330e M Sport	353.1	5.9	19	34	£48435

3 Series Touring - 4713x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	41.5	7.6	153	29	£43930
2.0T (184) auto 320i M Sport	41.5	7.6	153	29	£45180
3.0T (374) auto M340i xDrive	34.9	4.6	182	38	£63880
3.0TT (530) at M3 Comp xDrive	27.4	3.6	233	41	£91865
3.0TT (551) auto M3 CS	26.9	3.5	238	47	£126275
2.0T PHEV (292) auto 330e Sport	313.9	6.0	20	34	£48985
2.0T PHEV (292) at 330e M Sport	313.9	6.0	20	34	£50235

4 Series Gran Coupe - 4783x1852mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) at 420i M Sport	42.2	7.9	152	29	£46915
3.0T (374) auto M440i xDrive	34.4	4.7	186	38	£63780

i4 - 4783x1852mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70.2kWh (286) at eDrive35 Sport	319	6.0	0	38	£51370
70.2kWh (286) at eDriv35 M Sport	310	6.0	0	38	£52870
80.7kWh (340) at eDrive40 Sport	380	5.6	0	35	£59465
80.7kWh (340) at eDriv40 M Sport	370	5.6	0	36	£60965
80.7kWh (601) auto M60 xDrive	338	3.7	0	43	£71000

5 Series - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 520i M Sport	48.7	7.5	131	35	£52285
2.0T (299) auto 530e M Sport	470.8	6.3	14	39	£59655
3.0T (489) at 550e xDrive M Sport	353.1	4.3	20	44	£76805
4.4 V8TT (727) auto M5 xDrive	201.8	3.5	32	47	£111605

M Sport Pro: add £3000 to M Sport

5 Series Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 520i M Sport	46.3	7.8	139	35	£54535
2.0T (299) auto 530e M Sport	403.5	6.4	16	39	£61905
3.0T (489) at 550e xDrive M Sport	313.9	4.4	19	44	£79055
4.4 V8TT (727) auto M5 xDrive	166.2	3.5	39	47	£113605

M Sport Pro: add £3000 to M Sport

i5 - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	356	6.0	0	43	£67795
83.9kWh (340) at eDriv40 M Sport	357	6.0	0	43	£74205
83.9kWh (601) auto M60 xDrive	315	3.8	0	49	£97845

M Sport Pro: add £4000 to M Sport

i5 Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	342	6.1	0	43	£70045
83.9kWh (340) at eDriv40 M Sport	344	6.1	0	43	£76455
83.9kWh (601) auto M60 xDrive	310	3.9	0	50	£100095

M Sport Pro: add £4000 to M Sport

7 Series - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at 750e xD Excell	282.5	4.8	22	50	£105710
3.0T PHEV (489) at 750e xD M Spt	282.5	4.8	22	50	£110210
3.0T PHEV (571) at M760e xDrive	256.8	4.3	158	50	£121285

i7 - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
106kWh (455) at eDriv50 Ex'lence	379	5.5	0	50	£101865
106kWh (455) at eDriv50 M Sport	379	5.5	0	50	£106365
106kWh (544) at xDriv60 Ex'lence	387	4.7	0	50	£115835
106kWh (544) at xDriv60 M Sport	384	4.7	0	50	£120335
106kWh (660) auto M70 xDrive	348	3.7	0	50	£164420

Pro: add £20445 to Excellence, add £23195 to M Sport

8 Series Gran Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (333) auto 840i M Sport	33.2	5.4	194	44	£84620
4.4 V8TT (530) auto M850i xDrive	26.4	3.9	243	49	£117095
4.4 V8TT (625) at M8 Competition	24.8	3.2	261	50	£144930

2 Series Active Tourer - 4386x1824mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (170) auto 220i Sport	47.9	8.1	135	24	£35360
2.0T (218) auto 223i Sport	46.3	7.0	138	29	£38295
2.0T PHEV (245) at 225e xDrv Spt	313.9	6.7	21	27	£40270
2.0T PHEV (326) at 230e xDr M Sp	313.9	5.5	21	33	£46880

Luxury: add £865 to Sport
M Sport: add £3730 to Sport

X1 - 4500x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto sDrive20i Sport	47.9	8.3	134	25	£35410
1.5T (170) auto sDrive20i xLine	47.1	8.3	135	25	£37440
2.0T (218) auto xDrive23i xLine	42.8	7.1	148	31	£40585
2.0T (300) auto xDrive M35i	36.2	5.4	175	35	£49385
1.5T PHEV (245) at xDriv25e Sport	403.5	7.1	15	29	£42670
1.5T PHEV (245) at xDriv25e xLine	403.5	7.1	16	30	£44670
1.5T PHEV (326) at xDriv30e xLine	353.1	5.6	17	33	£46940
2.0 (150) auto sDrive18d Sport	57.6	8.9	129	24	£36620
2.0 (150) auto sDrive18d xLine	56.5	8.9	131	24	£38650
2.0 (211) auto xDrive23d xLine	57.6	7.4	128	30	£42190
65kWh (204) at iX1 eDr20 Sport	293	8.6	0	29	£46205
65kWh (204) at iX1 eDr20 xLine	288	8.6	0	29	£48205
65kWh (306) at iX1 xDr30 xLine	270	5.6	0	37	£54125

M Sport: add £2750 to xLine

X2 - 4554x1845mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto xDrive20i M Sport	48.7	8.3	131	25	£41680
2.0T (300) auto M35i	36.7	5.4	174	34	£50785
65kWh (204) at iX2 eDr20 M Sport	283	8.6	0	31	£51615
65kWh (306) at iX2 xDr30 M Sport	267	5.6	0	38	£57445

X3 - 4755x1920mm
Euro NCAP: ★★★★★ **Driver Power:** 39th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 20 xDrive xLine	40.9	7.8	156	32	£48375
2.0T PHEV (299) at 30e xDrive xLine	282.5	6.2	22	38	£57245
3.0T (398) auto M50 xDrive	36.7	4.6	175	42	£66980
2.0 (190) auto 20d xDrive xLine	48.7	7.7	153	33	£49785

M Sport: add £1800 to xLine

X4 - 4752x1918mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (360) auto xDrive M40i	31.4	4.9	205	43	£68330
3.0TT (510) at X4 M Competition	25.0	3.8	258	46	£95565
2.0 (190) auto xDrive20d M Sport	47.9	7.9	153	32	£54035
3.0 (286) auto xDrive30d M Sport	46.3	5.7	159	41	£60415
3.0 (340) auto M40d	41.5	4.9	179	45	£67820

X5 - 4922x2004mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at xDriv50e M Spt	235.4	4.8	27	48	£82055
4.4 V8TT (530) auto M60i xDrive	24.4	4.3	262	50	£94390
4.4 V8TT (625) at X5 M Comp	21.1	3.8	304	50	£128845
3.0 (298) auto xDrive30d xLine	39.8	6.1	186	45	£70685
3.0 (352) auto xDrive40d M Sport	37.7	5.5	196	48	£78890

M Sport: add £4055 to xLine

X6 - 4935x2004mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) auto xDrive40i M Sport	32.8	5.4	195	50	£78750
4.4 V8TT (530) auto M60i xDrive	25.2	4.3	257	50	£93170
4.4 V8TT (625) at X6 M Comp	21.4	3.8	300	50	£131545
3.0 (286) auto xDrive30d M Sport	39.8	6.1	187	50	£76925
3.0 (352) auto xDrive40d M Sport	38.7	5.5	191	50	£81640

iX - 4953x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100.6kWh (408) at xDrive45 Sport	374	5.1	0	47	£75315
100.6kWh (408) at xDrive45 M Sport	367	5.1	0	47	£78315
111.5kWh (544) at xDrive60 M Sport	426	4.6	0	50	£93115
111.5kWh (659) auto xDrive M70	365	3.8	0	50	£114215

X7 - 5151x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (381) at xDrive40i Excellence	29.4	5.8	217	50	£92160
4.4 V8TT (530) auto M60i xDrive	23.2	4.7	276	50	£116910
3.0 (352) at xDrive40d Excellence	36.2	5.9	205	50	£93245

M Sport: add £3000 to Excellence

XM - 5110x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (476) auto XM 50e	201.8	4.3	33	50	£110840
4.4 V8TT PHEV (653) auto XM	176.6	4.3	39	50	£150380
4.4 V8TT PHEV (748) auto Label	166.2	3.8	44	50	£174440

2 Series Coupe - 4537x1838mm
Euro NCAP: ★★★★★ **Driver Power:** 10th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 220i M Sport	44.1	7.5	146	28	£39070
2.0T (245) auto 230i M Sport	42.8	5.9	151	33	£43405
3.0TT (374) auto M240i xDrive	34.9	4.3	185	37	£50060
3.0TT (480) M2	28.2	4.2	227	42	£68795
3.0TT (480) auto M2	29.1	4.0	219	42	£68795
3.0TT (530) auto M2 CS	28.2	3.8	226	45	£92475

4 Series Coupe - 4640x1825mm
Euro NCAP: N/A **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	44.8	7.5	144	30	£45195
3.0TT (374) auto M440i xDrive	36.2	4.5	177	40	£62880
3.0TT (530) auto M4 Comp xDrive	28.0	3.5	228	44	£91650
3.0TT (551) auto M4 CS xDrive	27.7	3.4	232	47	£122685

4 Series Convertible - 4640x1825mm
Euro NCAP: N/A **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	41.5	8.2	155	33	£52690
3.0TT (374) auto M440i xDrive	34.4	4.9	184	43	£69555
3.0TT (530) auto M4 Comp xDrive	27.4	3.7	232	46	£95655

8 Series Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	33.6	5.2	191	45	£87030
4.4 V8TT (530) auto M850i xDrive	26.6	3.9	242	50	£120135
4.4 V8TT (625) at M8 Competition	25.0	3.2	259	50	£145450

8 Series Convertible - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	32.8	5.5	195	48	£94030
4.4 V8TT (530) auto M850i xDrive	26.2	4.1	247	50	£127315
4.4 V8TT (625) at M8 Competition	24.6	3.3	263	50	£152450

Z4 - 4324x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (197) auto sDrive20i M Sport	39.8	6.6	161	30	£46510
3.0TT (340) M40i	32.5	4.6	197	38	£65710
3.0TT (340) auto M40i	35.3	4.5	180	38	£59275

BYD

Dealers: 4 **Warranty:** 6 yrs/150000 mls

Dolphin Surf - 3990x1720mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
30kWh (88) auto Active	137	11.1	0	14	£18650
43.2kWh (88) auto Boost	200	12.1	0	14	£21950
43.2kWh (156) auto Comfort	193	9.1	0	19	£23950

Dolphin - 4290x1770mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.4kWh (204) auto Comfort	265	7.0	0	30	£30195
60.4kWh (204) auto Design	265	7.0	0	30	£31695

Atto 3 - 4455x1875mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.5kWh (204) auto Comfort	260	7.3	0	40	£37695
60.5kWh (204) auto Design	260	7.3	0	41	£39695

Seal - 4800x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (312) auto Design	354	5.9	0	48	£45695
83kWh (530) auto Excellence AWD	323	3.8	0	50	£48695

Seal U - 4775x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 DM-i (218) auto Boost	313.9	8.9	21	32	£33205
1.5 DM-i (218) auto Comfort	706.8	8.9	9	32	£35205
1.5 DM-i (324) auto Design AWD	235.4	5.9	26	40	£39905

Sealion 7 - 4830x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82.5kWh (313) auto Comfort	300	6.7	0	N/A	£44990
82.5kWh (530) auto Design AWD	283	4.5	0	N/A	£49290
91.3kWh (530) auto Excellence AWD	312	4.5	0	N/A	£57290

CADILLAC

Dealers: 1 **Warranty:** 4 yrs/60000 mls

Lyriq - 5005x1977mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (528) auto 600E4 Luxury	329	5.3	0	N/A	£75000
102kWh (528) auto 600E4 Sport	329	5.3	0	N/A	£75000

CATERHAM

Dealers: 5 **Warranty:** N/A

Seven - 3100-3350x1470-1685mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
0.7T (84) 170	N/A	6.9	109	N/A	£29490
0.7T (84) Super Seven 600	N/A	6.9	109	N/A	£30490
2.0 (180) 360	N/A	4.8	N/A	N/A	£38490
2.0 (180) Super Seven 2000	N/A	4.8	N/A	N/A	£40990
2.0 (210) 420	N/A	3.8	N/A	N/A	£41990
2.0 (210) 420 Cup	N/A	3.8	N/A	N/A	£56490
2.0 S/C (310) 620	N/A	2.8	N/A	N/A	£58490

Large chassis: add £2750
factory build: add £2595 (included on 420 Cup/620)

CHERY

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Tiggo 7 - 4553x1862mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Aspire	N/A	9.4	159	N/A	£23660
1.6T (147) auto Summit	N/A	9.4	159	N/A	£26660
1.5T PHEV (204) auto Aspire	N/A	8.5	23	N/A	£29830
1.5T PHEV (204) auto Summit	N/A	8.5	23	N/A	£32830

Tiggo 8 - 4725x1860mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Aspire	N/A	9.8	177	N/A	£25940
1.6T (147) auto Summit	N/A	9.8	177	N/A	£29180
1.5T PHEV (204) auto Aspire	N/A	8.5	31	N/A	£32660
1.5T PHEV (204) auto Summit	N/A	8.5	31	N/A	£36380

CHEVROLET

Dealers: 1 **Warranty:** 3 yrs/60000 mls

Corvette - 4634x1934mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£93730
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£96680
5.5 V8TT (646) auto Z06	17.1	3.1	377	50	£176991

Convertible: add £5000

CITROEN

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Ami - 2410x1390mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.5kWh (6kW) auto Ami	46	N/A	0	N/A	£7695
5.5kWh (6kW) at My Ami Cargo	46	N/A	0	N/A	£7954
5.5kWh (6kW) at My Ami Colour	46	N/A	0	N/A	£8095
5.5kWh (6kW) auto My Ami Peps	46	N/A	0	N/A	£8595

C3/e-C3 - 4015x1813mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Plus	52.0	10.6	127	24	£18805
1.2 Hybrid (110) auto Plus	56.5	9.8	114	24	£20615
1.2 Hybrid (110) auto Max	56.5	9.8	114	24	£22315
44kWh (113) auto Plus	201	10.4	0	24	£22095
44kWh (113) auto Max	201	10.4	0	24	£23795

C4/e-C4 - 4360x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto Plus	50.7	9.4	134	19	£24250
1.2 PureTech (130) auto Max	50.7	9.4	135	19	£26140
1.2 Hybrid (110) auto You!	62.1	10.7	107	16	£23095
1.2 Hybrid (145) auto Plus	62.1	8.0	107	23	£25535
1.2 Hybrid (145) auto Max	62.1	8.0	107	23	£27425
50kWh (136) auto You!	219	10.0	0	21	£27650
50kWh (136) auto Plus	219	10.0	0	22	£28650
54kWh (156) auto Max	257	9.2	0	23	£31440

C4 X/e-C4 X - 4600x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Plus	62.1	8.0	106	24	£25535
1.2 Hybrid (136) auto Max	62.1	8.0	107	24	£27425
50kWh (136) auto Plus	222	10.0	0	23	£28715
54kWh (156) auto Max	263	9.3	0	23	£31505

E-Series: add £1160 to e-C4 Max

Berlingo - 4403-4753x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (110) Plus M	44.7	11.2	154	12	£23355
1.5 BlueHDi (130) auto Plus M	51.9	11.7	152	15	£27055
1.5 BlueHDi (130) auto Max M	51.9	11.7	153	15	£29570
52kWh (136) auto Plus M	212	9.9	0	20	£31240
52kWh (136) auto Max M	211	9.9	0	21	£33755
52kWh (136) auto Plus XL	206	9.9	0	21	£32140

SpaceTourer - 4980-5330x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 BlueHDi (180) at Holidays Max M	29.8	10.6	208	N/A	£55395
50kWh (136) auto You! M	136	13.1	0	30	£38150
50kWh (136) auto You! XL	134	13.1	0	31	£39050
75kWh (136) auto You! M	214	13.1	0	31	£43550
75kWh (136) auto You! XL	214	13.1	0	32	£44450

Max: add £10840 to 75kWh

C3/e-C3 Aircross - 4395x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Plus	50.2	10.6	136	N/A	£21105
1.2 Hybrid (136) auto Plus	57.4	10.1	121	N/A	£24565
1.2 Hybrid (136) auto Max	57.4	10.1	121	N/A	£26565
44kWh (113) auto Plus	188	12.9	0	N/A	£23095
44kWh (113) auto Max	188	12.9	0	N/A	£25095

Seven seats: add £765 to 1.2

C5/e-C5 Aircross - 4652x1936mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (145) auto You!	43.6	11.2	122	N/A	£30495
1.2 Hybrid (145) auto Plus	43.6	11.2	122	N/A	£33135
1.2 Hybrid (145) auto Max	43.6	11.2	123	N/A	£35775
79.9kWh (210) auto You!	322	8.9	0	N/A	£37630
79.9kWh (210) auto Plus	322	8.9	0	N/A	£27780

NEW CAR PRICES

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
79.9kWh (210) auto Max	322	8.9	0	N/A	£32420

CUPRA

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Leon - 4398x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	48.7	8.9	132	20	£31090
1.5 TSI (150) V2	47.1	8.9	137	21	£33405
1.5 eTSI (150) auto V1	51.4	8.7	124	21	£32965
1.5 eTSI (150) auto V2	49.6	8.7	129	21	£35265
1.5 TSI e-Hybrid (204) auto V1	706.2	7.7	9	26	£38940
1.5 TSI e-Hybrid (204) auto V2	706.2	7.7	9	26	£41240
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.1	9	28	£42075
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.1	9	29	£44530
1.5 TSI e-Hybrid (272) at VZ First Ed	706.2	7.1	10	29	£45850
2.0 TSI (300) auto VZ1	36.7	5.7	173	30	£41465
2.0 TSI (300) auto VZ2	37.2	5.7	174	31	£43920

V3: add £1650 to 1.5 TSI V2, add £1995 to eTSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Leon Estate - 4657x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	47.9	9.2	134	20	£33370
1.5 TSI (150) V2	46.3	9.2	139	20	£35915
1.5 eTSI (150) auto V1	51.4	9.0	126	21	£35245
1.5 eTSI (150) auto V2	49.6	9.0	130	21	£37775
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£44400
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£46855
1.5 TSI e-Hybrid (272) at VZ First Ed	565.0	7.3	11	30	£48270
2.0 TSI (333) auto 4Drive VZ1	34.0	4.8	188	34	£45190
2.0 TSI (333) auto 4Drive VZ2	34.0	4.8	188	33	£47645

V3: add £1650 to 1.5 TSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Born - 4322x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
59kWh (230) auto V1	262	6.6	0	26	£35495
59kWh (230) auto V2	262	6.6	0	27	£37265
77kWh (230) auto V3	341	7.0	0	28	£41795
79kWh (326) auto VZ	366	5.6	0	34	£44625

V3: add £1750 to 58kWh V2

Ateca - 4394x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto V1	42.2	9.3	153	17	£36700
2.0 TSI (190) auto 4Drive V1	35.8	7.2	180	24	£40500
2.0 TSI (300) auto 4Drive VZ1	31.4	4.9	205	30	£44705
2.0 TSI (300) auto 4Drive VZ2	31.4	4.9	205	31	£47405
2.0 TSI (300) auto 4Drive VZ3	31.4	4.9	205	32	£50345

V2: add £1785 to V1
VZN: add £2000 to VZ3

Formentor - 4451x1839mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	45.6	9.0	140	21	£33450
1.5 TSI (150) V2	44.8	9.0	143	21	£35840
1.5 eTSI (150) auto V1	47.9	9.0	133	21	£35745
1.5 eTSI (150) auto V2	47.1	9.0	136	22	£37750
1.5 TSI e-Hybrid (204) auto V1	706.2	7.9	9	26	£41510
1.5 TSI e-Hybrid (204) auto V2	706.2	7.9	10	26	£43785
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.2	10	29	£44845
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.2	10	29	£47605
2.0 TSI (333) auto 4Drive VZ1	32.5	4.8	198	34	£45685
2.0 TSI (333) auto 4Drive VZ2	32.1	4.8	199	35	£48445

V3: add £1995 to 1.5 TSI V2, add £2300 eTSI V2, add £2290 to e-Hybrid V2 **VZ3:** add £3160 to VZ2
VZN: add £4185 to VZ2

Terramar - 4519x1863mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto V1	46.3	9.3	140	21	£37605
1.5 eTSI (150) auto V2	46.0	9.3	140	22	£40175
1.5 TSI e-Hybrid (204) auto V1	651.3	8.3	10	27	£44055
1.5 TSI e-Hybrid (204) auto V2	641.7	8.3	11	28	£46625
1.5 TSI e-Hybrid (272) auto VZ1	661.1	7.3	10	30	£46865
1.5 TSI e-Hybrid (272) auto VZ2	586.8	7.3	11	31	£49515
2.0 TSI (204) auto 4Drive V1	37.4	7.1	172	28	£41255
2.0 TSI (204) auto 4Drive V2	37.2	7.1	173	29	£43825
2.0 TSI (265) auto 4Drive VZ1	33.6	5.9	191	32	£45095
2.0 TSI (265) auto 4Drive VZ2	33.3	5.9	193	33	£47745
2.0 TSI (265) at 4Drive Americas Cup	33.1	5.9	194	33	£50850

Tavascan - 4644x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto V1	337	6.8	0	34	£47340
77kWh (286) auto V2	337	6.8	0	36	£53835
77kWh (340) auto 4Drive VZ1	318	5.5	0	38	£55935
77kWh (340) auto 4Drive VZ2	299	5.5	0	39	£60835

DACIA

Dealers: 127 **Warranty:** 3 yrs/60000 mls

Sandero - 4088x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	53.3	12.2	119	12	£14715
1.0 TCe (90) Expression	53.3	12.2	119	14	£15715
1.0 TCe (90) Journey	53.3	12.2	119	14	£16715
1.0 TCe (90) auto Journey	49.6	13.4	129	12	£18215
1.0 TCe Bi-Fuel (100) Essential	52.3	12.2	106	8	£14725
1.0 TCe Bi-Fuel (100) Expression	52.4	12.2	106	8	£15725
1.0 TCe Bi-Fuel (100) Journey	52.4	12.2	106	8	£16725

Sandero Stepway - 4099x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	50.4	12.0	127	10	£16015
1.0 TCe (90) Expression	50.4	12.0	127	10	£17015
1.0 TCe (90) auto Extreme	45.6	14.2	140	10	£19915
1.0 TCe Bi-Fuel (100) Essential	48.7	11.9	115	10	£16075
1.0 TCe Bi-Fuel (100) Expression	48.7	11.9	115	11	£17075
1.0 TCe (110) Extreme	51.4	10.0	125	17	£18645

Extreme: add £1350 to Expression

Jogger - 4547x1848mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (110) Essential	47.9	11.2	132	13	£18970
1.0 TCe (110) Expression	48.7	11.2	132	13	£20270
1.0 TCe (110) Extreme	48.7	11.2	132	13	£21120
1.6 TCe Hyb (140) at Expression	58.9	10.0	108	15	£23305
1.6 TCe Hyb (140) at Extreme	57.6	10.0	109	15	£24305

Spring - 3701x1583mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
27kWh (45) auto Expression	140	19.1	0	24	£14995
27kWh (65) auto Expression	140	13.7	0	25	£15995
27kWh (65) auto Extreme	140	13.7	0	25	£16995

Duster - 4343x1813mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe Bi-Fuel (100) Essential 4x2	43.5	14.1	126	17	£19380
1.2 TCe (130) Expression 4x2	51.3	9.9	124	24	£21820
1.2 TCe (130) Expression 4x4	46.3	11.0	135	24	£24070
1.6 Hybrid (140) at Expression 4x2	55.3	10.1	114	24	£24830

Journey: add £1700 to Expression
Extreme: add £2500 to Expression

Bigster - 4570x1812mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 TCe (140) Expression	50.0	9.8	122	27	£25215
1.2 TCe (130) Expression 4x4	46.0	11.2	134	26	£27465
1.8 Hybrid (155) auto Expression	58.0	9.7	105	28	£28190

Journey: add £1250 to Expression (not TCe 130) **Extreme:** add £1500 to Expression

DS

Dealers: 196 **Warranty:** 3 yrs/60000 mls

DS 3 - 4118x1791mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Pallas	62.1	9.2	112	21	£32580
1.2 Hybrid (136) auto Pallas 55	62.1	9.2	112	21	£33380
1.2 Hybrid (136) auto Etoile	62.1	9.2	112	21	£34520
54kWh (155) auto E-Tense Pallas	248	9.0	0	29	£39210
54kWh (155) auto E-Tense Etoile	245	9.0	0	31	£41150

DS 4 - 4400x1830mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Pallas	54.3	10.4	117	19	£34630
1.2 Hybrid (136) auto Pallas 55	54.3	10.4	117	20	£35730
1.2 Hybrid (136) auto Etoile	54.3	10.4	117	20	£37430
1.6 Hybrid E-Tense (225) at Pallas	323.3	7.7	33	28	£40680
1.6 Hybrid E-Tense (225) at Etoile	323.3	7.7	33	30	£43480
1.5 BlueHDi (130) auto Pallas	56.5	10.9	137	20	£35720
1.5 BlueHDi (130) auto Etoile	56.5	10.9	137	21	£38070

DS 9 - 4934x1932mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid E-Tense (250) at Rivoli+	353.1	8.1	22	41	£56310
1.6 Hybrid E-Tense (250) at Opera	353.1	8.1	23	42	£64910

DS 7 Crossback - 4593x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hyb E-Tense (225) auto Etoile	220.9	8.9	33	35	£52380
1.5 BlueHDi (130) auto Pallas	53.3	10.7	146	27	£40580
1.5 BlueHDi (130) auto Etoile	53.3	10.7	146	28	£44600

No. 8 - 4820x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
74kWh (230) auto Pallas	364	7.7	0	N/A	£50790
74kWh (230) auto Etoile	364	7.7	0	N/A	£54790
97.2kWh (245) at Pallas Long Range	471	7.8	0	N/A	£54690
97.2kWh (245) at Etoile Long Range	471	7.8	0	N/A	£59290
97.2kWh (350) at Etoile AWD Long	431	5.4	0	N/A	£63290

FERRARI

Dealers: 14 **Warranty:** 4 yrs/unlimited mls

Purosangue - 4973x2028mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (725) auto Purosangue	19.0	3.3	337	50	£313501

Roma - 4656x1974mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.9 V8TT (620) auto Roma	29.1	3.4	220	50	£183200
3.9 V8TT (620) auto Spider	29.7	3.4	217	50	£210838

296 - 4565x1958mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT Hybrid (830) auto 296 GTB	32.1	2.9	198	50	£256535
3.0 V6TT Hybrid (830) auto 296 GTS	31.4	2.9	205	50	£279343

12Cilindri - 4733x2176mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (830) auto 12Cilindri	N/A	2.9	N/A	50	£336500
6.5 V12 (830) auto 12Cilindri Spider	N/A	3.0	N/A	50	£366500

SF90 Stradale - 4710-4850x1972-2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (1000) auto SF90 Stradale	29.7	2.5	217	50	£379225
4.0 V8TT (1000) auto SF90 Spider	25.9	2.5	248	50	£418274
4.0 V8TT (1030) at SF90XX Stradale	39.2	2.3	167	50	£676694
4.0 V8TT (1030) auto SF90XX Spider	39.2	2.3	167	50	£747197

FIAT

Dealers: 96 **Warranty:** 3 yrs/60000 mls

Grande Panda - 3999x1763mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 Hybrid (100) Icon	52.3	10.0	118	N/A	£18710
1.2 Hybrid (100) La Prima	52.3	10.0	119	N/A	£20710
44kWh (113) auto (Red)	199	11.0	0	N/A	£20920
44kWh (113) auto La Prima	199	11.0	0	N/A	£23920

500 - 3632x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
24kWh (95) auto	118	9.5	0	16	£24975
24kWh (95) auto (Red)	118	9.5	0	16	£24975
42kWh (118) auto	202	9.0	0	17	£27975
42kWh (118) auto (Red)	202	9.0	0	17	£27975
42kWh (118) auto La Prima	196	9.0	0	18	£30975
42kWh (118) auto Armani Edition	192	9.0	0	18	£33975

500C: add £6000

600 - 4171x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto	58.9	10.9	109	N/A	£24555
1.2 Hybrid (100) auto La Prima	57.6	10.9	109	N/A	£27555
1.2 Hybrid (136) auto	58.9	8.5	109	N/A	£25555
1.2 Hybrid (136) auto La Prima	57.6	8.5	109	N/A	£28555
54kWh (154) auto (Red)	254	9.0	0	N/A	£29975
54kWh (154) auto La Prima	252	9.0	0	N/A	£32975

FORD

Dealers: 781 **Warranty:** 3 yrs/60000 mls

Focus - 4397x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 46th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.2	118	13	£28730
1.0T EcoBoost (125) ST-Line	54.3	10.2	119	13	£29560
1.0T EcoBoost (125) Active X	54.3	10.2	123	13	£31760
1.0T EcoBoost (155) auto Titanium	53.3	8.4	120	17	£30580
1.0T EcoBoost (155) auto ST-Line	53.3	8.4	120	17	£31410
1.0T EcoBoost (155) auto Active X	53.3	8.4	125	17	£33610
2.3T EcoBoost (280) ST	35.3	5.7	183	27	£38800
2.3T EcoBoost (280) ST Edition	35.3	5.7	183	27	£44000
2.3T EcoBoost (280) auto ST	35.8	5.7	182	27	£40250

Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Focus Estate - 4693x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 46th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.4	120	13	£29890
1.0T EcoBoost (125) ST-Line	54.3	10.4	124	13	£30720
1.0T EcoBoost (125) Active X	54.3	10.4	125	13	£32920
1.0T EcoBoost (155) auto Titanium	53.3	8.6	121	17	£31740
1.0T EcoBoost (155) auto ST-Line	53.3	8.6	124	17	£32570
1.0T EcoBoost (155) auto Active X	53.3	8.6	127	17	£34770
2.3T EcoBoost (280) ST	35.3	5.8	183	27	£38800
2.3T EcoBoost (280) auto ST	35.8	5.8	182	27	£40250

Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Tourneo Courier - 4337x1791mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 EcoBoost (125) Titanium	42.2	N/A	152	10	£25900
1.0 EcoBoost (125) Active	42.2	N/A	152	11	£27220
1.0 EcoBoost (125) auto Titanium	39.2	N/A	164	13	£27100
1.0 EcoBoost (125) auto Active	39.2	N/A	164	13	£28420

Tourneo Connect - 4515-4868x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 EcoBoost (115) auto Titanium	41.8	N/A	153	11	£33820
1.5 EcoBoost (115) auto Grand Titan	40.7	N/A	158	11	£34260
1.5 PHEV (150) auto Titanium	589.6	N/A	10	N/A	£37040
1.5 PHEV (150) auto Active	592.0	N/A	10	N/A	£38240
1.5 PHEV (150) auto Grand Titanium	549.0	N/A	11	N/A	£38840
1.5 PHEV (150) auto Grand Active	551.2	N/A	11	N/A	£39360
2.0 EcoBlue (122) auto Titanium	50.4	N/A	147	13	£35510
2.0 EcoBlue (122) auto Grand Titan	49.2	N/A	150	13	£36710
2.0 EcoBlue (122) auto Active	50.5	N/A	146	13	£37310
2.0 EcoBlue (122) auto Grand Active	49.2	N/A	150	13	£38510

Tourneo Custom - 5050-5450x2032mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (232) Zetec	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Titanium	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Active	149.0	N/A	43	N/A	£62533
2.5 PHEV (232) Titanium X	149.0	N/A	43	N/A	£64213
2.0 EcoBlue (136) Zetec	38.2	N/A	194	N/A	£54763
2.0 EcoBlue (136) Titanium	37.7	N/A	195	N/A	£57163
2.0 EcoBlue (136) auto Zetec	34.9	N/A	211	N/A	£57403
2.0 EcoBlue (136) auto Titanium	34.9	N/A	212	N/A	£59803
2.0 EcoBlue (150) Titanium	37.7	N/A	195	N/A	£57667
2.0 EcoBlue (150) Active	37.7	N/A	196	N/A	£60547
2.0 EcoBlue (150) Titanium X	37.7	N/A	197	N/A	£62227
2.0 EcoBlue (170) auto Titanium	34.9	N/A	212	N/A	£61027
2.0 EcoBlue (170) auto Active	34.9	N/A	213	N/A	£63907
2.0 EcoBlue (170) auto Titanium X	34.9	N/A	214	N/A	£65587
65kWh (218) auto Zetec	186	N/A	0	N/A	£60877
65kWh (218) auto Titanium	185	N/A	0	N/A	£60877
65kWh (218) auto Titanium	183	N/A	0	N/A	£66157
65kWh (218) auto Titanium	183	N/A	0	N/A	£67837

Luxe: add £2400 to Titanium, add £1200 to Titanium X, **LWB:** add £840

Puma - 4186x1805mm
Euro NCAP: ★★★★ **Driver Power:** 47th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	52.3	9.8	122	12	£26580
1.0T EcoBoost (125) ST-Line	52.3	9.8	122	12	£27480
1.0T E'Boost (125) auto Titanium	49.6	9.6	130	12	£28380
1.0T E'Boost (125) auto ST-Line	49.6	9.6	130	13	£29280
1.0T EcoBoost (155) auto ST-Line X	49.6	8.7	129	17	£31580
1.0T EcoBoost (170) auto ST	47.9	7.4	135	21	£33880
1.0T EcoBoost (170) at ST Handling	47.9	7.4	135	21	£34930
53kWh (168) auto Gen-E Select	233	8.0	0	18	£29995
53kWh (168) auto Gen-E Premium	226	8.0	0	19	£31995

ST-Line X: add £1550 to ST-Line

Explorer - 4468x1871mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Style	233	8.7	0	19	£39285
52kWh (170) auto Premium	221	8.7	0	20	£43985
77kWh (286) auto Select	374	6.4	0	28	£45885
77kWh (286) auto Premium	354	6.4	0	29	£49985
79kWh (340) auto Premium AWD	329	5.3	0	32	£53985

Capri - 4634x1872mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Style	242	8.7	0	20	£41485
52kWh (170) auto Premium	231	8.7	0	21	£46185
77kWh (286) auto Select	389	6.4	0	29	£48085
77kWh (286) auto Premium	369	6.4	0	30	£52185
79kWh (340) auto Premium AWD	346	5.3	0	33	£56185

Kuga - 4604x1882mm
Euro NCAP: N/A **Driver Power:** 4th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T EcoBoost (150) Titanium	44.1	9.5	145	16	£32365
1.5T EcoBoost (150) ST-Line	44.1	9.5	147	17	£37665
2.5 FHEV (180) auto ST-Line	52.3	9.1	123	19	£38795
2.5 FHEV (180) auto Active	52.3	9.1	125	19	£38965
2.5 FHEV (183) at ST-Line X AWD	48.7	8.3	136	23	£42645
2.5 FHEV (183) at Active AWD	48.7	8.3	133	23	£41145
2.5 PHEV (243) auto ST-Line	313.9	7.3	21	26	£40665
2.5 PHEV (243) auto Active	313.9	7.3	21	26	£41065

ST-Line X: add £2290 to ST-Line

Mustang Mach-E - 4713x1881mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (268) auto Select	292	6.9	0	33	£50840
91kWh (294) auto Premium	372	7.0	0	37	£59390
91kWh (370) auto AWD Premium	341	5.8	0	40	£65415
91kWh (487) auto AWD GT	320	4.4	0	40	£74550
91kWh (487) auto AWD GT Rally	316	4.4	0	40	£76800

Ranger - 5370-5381x2028mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.3 PHEV (281) auto Double Cab XLT	91.1	9.2	71	N/A	£48929
2.3 PHEV (281) auto DC Wildtrak	94.2	9.2	68	N/A	£55409
2.3 PHEV (281) auto DC Stormtrak	94.2	9.2	68	N/A	£61289
3.0 V6 E'Boost (292) auto DC Raptor	20.5	7.9	315	42	£62489
2.0 EcoBlue (170) Double Cab XL	33.2	10.5	222	39	£38489
2.0 EcoBlue (170) Double Cab XLT	33.2	10.5	221	39	£40109
2.0 EcoBlue (205) auto DC Tremor	27.4	10.5	270	41	£44189
2.0 EcoBlue (205) auto DC Wildtrak	32.1	10.5	230	42	£49949
2.0 EcoBlue (205) at DC Wildtrak X	27.4	10.5	271	42	£52349
2.0 EcoBlue (210) auto DC Raptor	26.6	10.4	278	41	£58889
3.0 V6 E'Blue (240) at DC Wildtrak	28.0	8.7	264	44	£56609
3.0 V6 E'Blue (240) at DC Platinum	28.0	8.7	266	45	£59069
3.0 V6 E'Blue (240) auto DC MS-RT	26.6	8.7	277	45	£62489

Mustang - 4810x1916mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 (446) GT Fastback	24.1	5.3	275	44	£58470
5.0 V8 (446) auto GT Fastback	23.9	4.9	278	45	£60470
5.0 V8 (446) GT Convertible	23.5	5.4	280	48	£61970
5.0 V8 (446) auto GT Convertible	24.4	5.0	282	48	£63970
5.0 V8 (453) Dark Horse	23.7	5.2	279	46	£70740
5.0 V8 (453) auto Dark Horse	23.3	4.4	282	46	£72740

GENESIS

Dealers: 103 **Warranty:** 5 yrs/125000 mls

Electrified G80 - 5005x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
87.2kWh (370) auto Luxury AWD	323	4.9	0	50	£76535

GV60 - 4515x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77.4kWh (229) auto Premium	321	7.8	0	41	£54855
77.4kWh (318) auto Sport AWD	292	6.3	0	45	£59315
77.4kWh (490) auto Sport Plus AWD	290	4.0	0	45	£68455

GV70 - 4715x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (304) auto Luxury AWD	283	4.2	0	N/A	£48955
2.5T (304) auto Premium AWD	283	4.2	0	N/A	£49045
2.5T (304) auto Sport AWD	283	4.2	0	N/A	£51095
2.2 (201) auto Luxury AWD	283	7.9	0	N/A	£52645
2.2 (201) auto Premium AWD	283	7.9	0	N/A	£49545
2.2 (201) auto Sport AWD	283	7.9	0	N/A	£52805

GWM

Dealers: 10 **Warranty:** 5 yrs/unlimited

Ora 03 - 4235x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
48kWh (171) auto Pure+	193	8.3	0	24	£31995
63kWh (171) auto Pro+	260	8.2	0	30	£34995

Haval Jolion Pro - 4470x1898mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eHEV (189) auto Premium	47.0	9.0	133	N/A	£23995
1.5 eHEV (189) auto Lux	47.0	9.0	133	N/A	£26995
1.5 eHEV (189) auto Ultra	47.0	9.0	133	N/A	£29995

Poer 300 - 5416x1947mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.4D (184) auto Lux	33.6	11.0	221	N/A	£37714
2.4D (184) auto Ultra	33.6	11.0	223	N/A	£41049
2.4D (184) auto Vanta	33.6	11.0	223	N/A	£43049

HONDA

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Jazz - 4089x1694mm
Euro NCAP: ★★★★★ **Driver Power:** 14th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	62.8	9.6	102	21	£28060
1.5 i-MMD (107) auto Advance	62.8	9.6	102	22	£29280
1.5 i-MMD (107) auto Crosstar	58.9	9.6	102	22	£30355
1.5 i-MMD (107) at Advance Sport	61.4	9.6	102	22	£30555

Civic - 4551x1802mm
Euro NCAP: ★★★★★ **Driver Power:** 19th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	60.1	7.9	108	28	£35780
2.0 i-MMD (143) auto Sport	56.5	7.9	113	28	£37325
2.0 i-MMD (143) auto Advance	56.5	8.1	114	28	£40680
2.0T (329) Type R	34.4	5.4	189	43	£51905

HR-V - 4340x1866mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	52.3	10.6	122	30	£32250
1.5 i-MMD (107) auto Advance	52.3	10.7	122	31	£34780
1.5 i-MMD (107) at Advance Style	52.3	10.7	122	31	£38030
1.5 i-MMD (107) at Adv Style Plus	52.3	10.7	122	31	£38825

e:Ny1 - 4387x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
68.8kWh (204) auto Elegance	256	7.7	0	43	£40660
68.8kWh (204) auto Advance	256	7.7	0	43	£42890

ZR-V - 4568x1898mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	49.6	7.8	130	35	£40780
2.0 i-MMD (143) auto Sport	48.7	7.9	131	35	£42445
2.0 i-MMD (143) auto Advance	48.7	8.0	132	35	£44330

CR-V - 4706x1942mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (148) auto Elegance	42.8	9.4	151	34	£47350
2.0 i-MMD (148) auto Advance	42.8	9.4	151	34	£50470
2.0 i-MMD (184) at Advance Tech	353.1	9.4	18	37	£49930

HYUNDAI

Dealers: 173 **Warranty:** 5 yrs/unlimited mls

i10 - 3670x1680mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPi (67) Advance	55.3	15.6	116	2	£16600
1.0 MPi (67) auto Advance	53.2	18.4	121	1	£17250
1.2 MPi (84) Advance	52.3	15.6	123	6	£17400
1.2 MPi (84) auto Advance	49.5	18.4	129	2	£18050
1.0 T-GDi (100) N Line	52.3	11.4	123	10	£19200

Premium: add £1300 to Advance

i20 - 4065x1775mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	52.3	10.4	123	13	£22100
1.0 T-GDi (100) Ultimate	52.3	10.4	123	14	£24750
1.0 T-GDi (100) auto Advance	52.3	11.4	122	12	£23350
1.0 T-GDi (100) auto Ultimate	52.3	11.4	124	15	£26000

Premium: add £1150 to Advance
N Line S: same price as Ultimate

i30 - 4340x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (140) Advance	47.9	9.6	130	15	£24755
1.5 T-GDi (140) N Line	42.8	9.6	150	15	£27390
1.5 T-GDi (140) auto Advance	50.4	9.7	127	15	£25955
1.5 T-GDi (140) auto N Line	44.8	9.7	143	15	£28590

Premium: add £3050 to Advance
N Line S: add £2020 to N Line

i30 Tourer - 4585x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (140) Advance	47.9	9.8	130	15	£25505
1.5 T-GDi (140) Premium	47.1	9.8	135	14	£28555
1.5 T-GDi (140) auto Advance	47.1	9.9	127	14	£26705
1.5 T-GDi (140) auto Premium	48.7	9.9	132	15	£29755

Ioniq 5 - 4655x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (170) auto Advance	273	8.5	0	33	£39910
84kWh (228) auto Advance	354	7.5	0	38	£43410
84kWh (228) auto N Line	320	5.3	0	38	£47410
84kWh (325) auto N Line AWD	307	5.3	0	41	£50910
84kWh (650) auto N AWD	278	3.4	0	49	£65010

Premium: add £5500 to Advance
N Line S: add £5000 to N Line

Ioniq 6 - 4855x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (228) auto Premium	338	7.4	0	36	£47050
77kWh (325) auto Premium AWD	322	5.1	0	41	£50550

Ultimate: add £3500 to Premium

Inster - 3825-3845x1610mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (97) auto 01	203	11.7	0	21	£23805
49kWh (115) auto 01	229	10.6	0	23	£25055
49kWh (115) auto 02	223	10.6	0	23	£26755
49kWh (115) auto Cross	229	10.6	0	23	£29055

Bayon - 4180x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	51.4	11.3	125	16	£23125
1.0 T-GDi (100) Premium	51.4	11.3	126	16	£24525
1.0 T-GDi (100) auto Advance	51.4	12.4	124	15	£24375
1.0 T-GDi (100) auto Premium	51.4	12.4	125	15	£25775

Ultimate: add £1400 to Premium

Kona - 4350x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	47.9	13.3	131	14	£26735
1.0 T-GDi (100) N Line	47.1	13.3	134	14	£28535
1.6 T-GDi (138) Advance	45.6	10.2	140	21	£27685
1.6 T-GDi (138) N Line	42.2	10.2	147	21	£29485
1.6 T-GDi (138) auto Advance	45.6	10.2	141	21	£29235
1.6 T-GDi (138) auto N Line	43.5	10.2	145	22	£31035
1.6 Hybrid (129) auto Advance	60.1	12.0	106	20	£30890
1.6 Hybrid (129) auto N Line	60.1	12.0	106	20	£32690
65kWh (218) auto Advance	319	7.8	0	31	£35000
65kWh (218) auto N Line	282	7.8	0	31	£37000

N Line S: add £2400 to N Line, add £2700 to EV **Ultimate:** same price as N Line S

Tucson - 4510x1865mm
Euro NCAP: ★★★★★ **Driver Power:** 13th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi (160) Advance	41.5	10.3	154	16	£33080
1.6 T-GDi (160) N Line	40.9	10.3	157	16	£35580
1.6 T-GDi (160) 48v auto Advance	44.8	9.4	142	17	£34260
1.6 T-GDi (160) 48v auto N Line	44.1	9.4	144	17	£36760
1.6 T-GDi (160) 48v at N Lin S 4WD	40.3	9.8	158	18	£42080
1.6 T-GDi Hybrid (215) at Advance	49.5	8.2	129	20	£36220
1.6 T-GDi Hybrid (215) at N Line	49.6	8.2	131	20	£38820
1.6 T-GDi Hyb (215) at N Lin S 4WD	42.8	8.5	149	21	£42910
1.6 T-GDi PHEV (252) at Advance	282.5	9.8	22	22	£39385
1.6 T-GDi PHEV (252) at N Line	256.8	9.8	24	23	£41885
1.6 T-GDi PHEV (252) at N Lin 4WD	217.3	8.2	29	23	£43485

Premium: same price as N Line
N Line S: add £2500 to N Line
Ultimate: same price as N Line S

Santa Fe - 4830x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi Hybrid (215) at Prem 2WD	41.5	9.6	155	33	£47890
1.6 T-GDi Hybrid (215) at Ultim 2WD	40.4	9.6	158	33	£51390
1.6 T-GDi Hybrid (215) at Callig 2WD	40.4	9.6	159	33	£53890
1.6 T-GDi Hybrid (215) at Prem 4WD	38.7	9.8	165	34	£49945
1.6 T-GDi Hybrid (215) at Ultim 4WD	38.2	9.8	168	34	£53445
1.6 T-GDi Hybrid (215) at Callig 4WD	38.2	9.8	167	34	£55945
1.6 T-GDi PHV (253) at Prem 4WD	166.0	9.3	38	36	£51995
1.6 T-GDi PHV (253) at Ultim 4WD	166.0	9.3	38	36	£55245
1.6 T-GDi PHV (253) at Callig 4WD	166.0	9.3	38	36	£57745

Six seats: add £1000 to Calligraphy

Ioniq 9 - 5060x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
110kWh (218) auto Premium 4WD	385	9.7	0	42	£64995
110kWh (307) auto Ultimate 4WD	376	6.7	0	47	£73495
110kWh (307) at Calligraphy 4WD	376	6.7	0	47	£75795
110kWh (427) at Calligraphy 4WD	372	5.2	0	48	£77595

Six seats: add £1000 to 427 Calligraphy

INEOS

Dealers: TBC **Warranty:** 5 yrs/TBC mls

Grenadier - 4895x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.8	328	50	£65025
3.0T (286) auto Station Wagon	19.6	8.8	325	50	£71385
3.0D (249) auto Utility Wagon	25.9	8.8	286	50	£65025
3.0D (249) auto Station Wagon	25.9	8.8	286	50	£71385

Fieldmaster/Trialmaster Editions: add £7500

Quartermaster - 5440x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.6	327	50	£66240
3.0D (249) auto Utility Wagon	25.2	9.9	294	50	£66240

Fieldmaster/Trialmaster Editions: add £7500

ISUZU

Dealers: 103 **Warranty:** 5 yrs/125000 mls

D-Max - 5280x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.9D (164) Utility Double Cab	33.7	12.7	220	39	£38146
1.9D (164) DL20 Double Cab	32.5	12.7	220	39	£40306
1.9D (164) DL40 Double Cab	32.5	12.7	220	40	£44026
1.9D (164) V-Cross Double Cab	32.5	12.7	220	40	£45826
1.9D (164) auto DL20 Double Cab	31.8	13.0	241	40	£43480
1.9D (164) auto DL40 Double Cab	31.4	13.0	241	40	£47200
1.9D (164) at V-Cross Double Cab	31.4	13.0	241	40	£49000
1.9D (164) at Arctic Trucks AT35 DC	32.5	12.7	241	40	£68326

JAECOO

Dealers: N/A **Warranty:** 7 yrs/100000 mls

Jaecoo 7 - 4500x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Deluxe	37.7	10.3	169	21	£28700
1.6T (147) auto Luxury AWD	35.3	11.8	182	22	£31700
1.5T PHEV (204) Luxury	403.0	6.1	23	31	£35000

JEEP

Dealers: 66 **Warranty:** 3 yrs/60000 mls

Avenger - 4084x1797mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T (100) Longitude	49.6	10.6	129	22	£25218
1.2T (100) Altitude	49.6	10.6	127	23	£27218
1.2T (100) Summit	49.6	10.6	129	23	£29219
1.2 E-Hybrid (100) auto Longitude	57.6	10.4	111	22	£26229
1.2 E-Hybrid (100) auto Altitude	57.6	10.4	111	23	£28229
1.2 E-Hybrid (100) auto Summit	57.6	10.4	111	23	£30229
1.2 Hybrid (136) auto Upland 4xe	51.4	9.5	124	27	£31219
1.2 Hybrid (136) auto Overland 4xe	51.4	9.5	124	27	£33219
1.2 Hybrid (136) at North Face 4xe	51.4	9.5	124	28	£35219
54kWh (156) auto e-Longitude	249	9.6	0	24	£29999
54kWh (156) auto e-Altitude	249	9.6	0	24	£31999
54kWh (156) auto e-Summit	249	9.6	0	25	£33999

Renegade - 4236x1805mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) auto North Star	50.4	10.0	127	17	£32929
1.5T E-Hybrid (130) auto Summit	50.4	10.0	126	17	£33429
1.3T PHEV (240) at North Star 4xe	134.5	7.1	48	26	£39219

Compass - 4404x1874mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) North Star	50.4	10.0	127	26	£36835
1.5T E-Hybrid (130) Summit	51.4	10.0	124	27	£38335
1.3T PHEV (240) auto Summit 4xe	141.2	7.3	47	31	£44765

Wrangler - 4882x1894mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 GME (272) auto Sahara 4dr	25.4	7.6	250	41	£63465
2.0 GME (272) auto Rubicon 4dr	23.7	7.6	269	41	£65870

Grand Cherokee - 4914x1979mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T PHEV (381) auto Limited 4xe	108.7	6.3	60	48	£72414
2.0T PHV (381) at Summit Res 4xe	108.7	6.3	60	49	£85914

KGM MOTORS

Dealers: 63 **Warranty:** 5 yrs/100000 mls

Tivoli - 4225x1810mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K40	40.1	N/A	161	18	£23995
1.5 GDi-T (163) auto K40	36.9	N/A	175	18	£25749

Korando - 4450x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K35	36.9	10.8	175	18	£26995
1.5 GDi-T (163) auto K35	35.5	10.8	182	18	£27995

Torres - 4715x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K30	33.2	10.8	194	33	£36749
1.5 GDi-T (163) auto K40	33.2	10.8	194	33	£39749
1.5 GDi-T (163) auto K40 AWD	31.1	10.8	207	32	£41749
73.4kWh (207) auto K30 EVX	287	8.1	0	48	£36995
73.4kWh (207) auto K40 EVX	287	8.1	0	48	£39295

Actyon - 4740x1910mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K50	33.1	N/A	194	25	£38649

Rexton - 4850x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) auto K30	32.9	10.7	225	36	£42495
2.2D (202) auto K40	32.9	10.7	225	37	£44235
2.2D (202) auto K50	32.6	10.7	227	38	£48710

Musso - 5095-5405x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) Rebel	34.0	N/A	220	48	£38358
2.2D (202) auto Rebel	32.0	N/A	236	50	£36246
2.2D (202) auto Saracen	32.0	N/A	236	50	£41718
2.2D (202) auto Saracen+ LWB	31.0	N/A	241	50	£43194

KIA

Dealers: 187 **Warranty:** 7 yrs/100000 mls

Picanto - 3605x1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DPi (62) 2	55.4	15.4	116	4	£16065
1.0 DPi (62) GT-Line	52.3	15.4	121	5	£17215
1.0 DPi (62) 3	55.4	15.4	121	5	£18015
1.0 DPi (62) auto 2	54.3	18.2	119	4	£16765
1.0 DPi (62) auto GT-Line	52.3	18.2	123	5	£17915
1.0 DPi (62) auto 3	54.3	18.2	122	5	£18715
1.2 DPi (77) GT-Line S	51.4	13.1	124	8	£18915
1.2 DPi (77) auto GT-Line S	49.6	16.5	127	5	£19615

EV4 - 4430x1860mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58.3kWh (201) auto Air	273	7.5	0	N/A	£34695
81.4kWh (201) auto Air	388	7.7	0	N/A	£37695
81.4kWh (201) auto GT-Line	362	7.9	0	N/A	£39395
81.4kWh (201) auto GT-Line S	362	7.9	0	N/A	£43895

EV6 - 4695x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
84kWh (225) auto Air	361	7.7	0	34	£45585
84kWh (225) auto GT-Line	361	7.7	0	35	£48585
84kWh (320) auto AWD GT-Line	339	5.3	0	40	£52085
84kWh (641) auto AWD GT	279	3.5	0	46	£59985

GT-Line S: add £5100 to GT-Line, **heat pump:** add £1000 to GT-Line S

PV5 Passenger - 4695x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51.5kWh (120) auto Essential	179	12.8	0	N/A	£32995
51.5kWh (120) auto Plus	179	12.8	0	N/A	£TBC
71.2kWh (160) at Essential L. Range	249	10.7	0	N/A	£35995
71.2kWh (160) auto Plus Long Range	249	10.7	0	N/A	£38295

Stonic - 4140x1760mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (98) 2	51.4	11.3	125	9	£21485
1.0 T-GDi (98) GT-Line	48.7	11.3	132	10	£22540
1.0 T-GDi (98) 48v 3	50.4	11.3	127	10	£23990
1.0 T-GDi (98) auto 2	50.4	12.4	125	8	£22485
1.0 T-GDi (98) auto GT-Line	47.1	12.4	135	8	£23540
1.0 T-GDi (98) auto 48v 3	49.6	12.4	129	9	£24990

GT-Line S: add £1100 to GT-Line

XCeed - 4395x1826mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	46.3	8.7	137	16	£24610
1.5 T-GDi (138) GT-Line	44.8	8.7	141	17	£26085
1.5 T-GDi (138) 3	44.8	8.7	141	17	£26585
1.5 T-GDi (138) auto GT-Line	44.8	8.9	142	17	£27185
1.5 T-GDi (138) auto 3	44.8	8.9	142	17	£27685
1.5 T-GDi (138) auto GT-Line S	44.8	8.9	142	17	£32185

Niro - 4420x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 GDi Hybrid (139) auto 2	64.2	10.4	100	20	£30270
1.6 GDi Hybrid (139) auto 3	61.4	10.4	105	21	£32540
1.6 GDi Hybrid (139) auto 4	60.1	10.4	106	21	£35290
1.6 GDi PHEV (180) auto 2	353.1	9.6	18	23	£35435
1.6 GDi PHEV (180) auto 3	313.9	9.6	21	24	£37685
1.6 GDi PHEV (180) auto 4	282.5	9.6	22	24	£40435
65kWh (201) auto EV 2	285	7.8	0	28	£37335
65kWh (201) auto EV 3	285	7.8	0	29	£39585
65kWh (201) auto EV 4	285	7.8	0	29	£42335

Heat pump: add £900 to EV 4

EV3 - 4300x1850mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58.3kWh (201) auto Air	267	7.5	0	34	£33005
81.4kWh (201) auto Air	372	7.7	0	36	£36005
81.4kWh (201) auto GT-Line	347	7.9	0	37	£39405
81.4kWh (201) auto GT-Line S	347	7.9	0	38	£43005

Heat pump: add £900 to GT-Line S

Sportage - 4540x1865mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi (147) Pure	TBC	TBC	160	N/A	£30885
1.6 T-GDi (147) GT-Line	TBC	TBC	160	N/A	£33385
1.6 T-GDi (147) auto GT-Line	TBC	TBC	155	N/A	£35085
1.6 T-GDi (147) auto GT-Line S	TBC	TBC	155	N/A	£40285
1.6 T-GDi HEV (235) auto Pure	TBC	TBC	124	N/A	£34425
1.6 T-GDi HEV (235) auto GT-Line	TBC	TBC	124	N/A	£36215
1.6 T-GDi HEV (235) auto GT Line S	TBC	TBC	124	N/A	£41470
1.6 T-GDi HEV (235) at GT Li S AWD	TBC	TBC	139	N/A	£41470

Sorento - 4815x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T HEV (212) auto AWD 2	42.2	9.7	153	25	£43685
1.6T HEV (212) auto AWD 3	40.4	9.7	158	26	£47885
1.6T HEV (212) auto AWD 4	39.8	9.7	160	27	£52385
1.6T PHEV (248) auto AWD 2	176.6	8.8	37	31	£47405
1.6T PHEV (248) auto AWD 3	176.6	8.8	37	33	£51605
1.6T PHEV (248) auto AWD 4	176.6	8.8	37	34	£56105
2.2 CRDi (190) auto AWD 2	43.5	9.7	170	30	£42675
2.2 CRDi (190) auto AWD 3	42.8	9.7	173	31	£47290
2.2 CRDi (190) auto AWD 4	42.8	9.7	174	32	£51790

EV9 - 5015x1980mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
99.8kWh (201) auto Air 7st	349	9.4	0	45	£65035
99.8kWh (378) at AWD GT-Line 7st	313	5.3	0	50	£73285
99.8kWh (378) at AWD GT-Li S 7st	313	5.3	0	50	£76035
99.8kWh (378) at AWD GT-Li S 6st	313	5.3	0	50	£77035
99.8kWh (502) auto AWD GT	280	4.6	0	50	£82185

LAMBORGHINI

Dealers: 7 **Warranty:** 3 yrs/unlimited mls

Urus - 5123x2022mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0T V8 PHEV (800) auto SE	N/A	3.4	N/A	50	£208000
4.0T V8 FSI (666) auto S	20.0	3.5	320	50	£186509
4.0T V8 FSI (666) auto Performante	20.0	3.3	320	50	£208398

Four seats: add £3150

Temerario - 4706x1996mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (920) auto AWD	N/A	2.7	N/A	N/A	£260035
4.0 V8TT (920) auto AWD Alleggerita	N/A	2.7	N/A	N/A	£297235

Revuelto - 4947x2033mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (1015) auto AWD Coupe	23.7	2.5	316	50	£452040

LAND ROVER

Dealers: 130 **Warranty:** 3 yrs/unlimited mls

Discovery Sport - 4597x2069mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T P270e auto AWD S	185.3	7.4	35	37	£50260
1.5T P270e at AWD Dynamic SE	178.6	7.4	36	39	£52880
1.5T P270e at AWD Dynamic HSE	175.2	7.4	37	42	£58030
2.0 D165 auto AWD S	42.7	10.2	173	28	£44540
2.0 D165 auto AWD Dynamic SE	42.0	10.2	176	30	£48060
2.0 D200 auto AWD S	42.7	8.6	173	32	£45940
2.0 D200 auto AWD Dynamic SE	42.0	8.6	176	34	£49460
2.0 D200 auto AWD Dynamic HSE	41.7	8.6	178	39	£54610

Defender 90 - 4583x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 auto AWD X	20.2	5.6	316	45	£96190
5.0 V8 S/C P525 auto AWD V8	19.9	5.2	320	50	£113250
3.0 D250 auto AWD X-Dynamic SE	33.6	8.0	220	37	£61440
3.0 D250 at AWD X-Dynamic HSE	33.3	8.0	222	38	£68175
3.0 D350 auto AWD S	33.7	6.2	219	41	£59960
3.0 D350 auto AWD X-Dynamic SE	33.6	6.2	221	41	£64940
3.0 D350 at AWD X-Dynamic HSE	33.3	6.2	222	44	£71675
3.0 D350 auto AWD X	33.0	6.2	224	46	£90385

Defender 110 - 5018x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT P635 auto AWD Octa	21.4	3.8	298	50	£148045
4.4 V8TT P635 auto AWD Octa Ed 1	21.1	3.8	302	50	£163545
5.0 V8 S/C P425 auto AWD X	19.9	5.8	321	46	£100395
2.0T P300e auto AWD S	104.2	7.6	61	41	£69810
2.0T P300e at AWD X-Dynamic SE	103.0	7.6	62	42	£76765
2.0T P300e at AWD X-Dynam HSE	101.6	7.6	63	44	£79580
2.0T P300e at AWD Sedona Ed	99.5	7.6	64	45	£86710
2.0T P300e auto AWD X	98.6	7.6	65	46	£95040
3.0 D250 auto AWD S	33.1	8.3	223	38	£62120
3.0 D250 auto AWD X-Dynamic SE	32.8	8.3	225	39	£69470
3.0 D250 at AWD X-Dynamic HSE	32.8	8.3	226	39	£73660
3.0 D350 auto AWD S	33.1	6.4	224	38	£66290
3.0 D350 auto AWD X-Dynamic SE	32.8	6.4	226	43	£75020
3.0 D350 at AWD X-Dynamic HSE	32.7	6.4	226	44	£77835
3.0 D350 at AWD Sedona Edition	32.5	6.4	228	45	£84470
3.0 D350 auto AWD X	32.3	6.4	229	46	£95970

Defender 130 - 5358x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 at AWD X-Dyn SE	19.9	6.2	321	43	£89670
5.0 V8 S/C P425 at AWD X-Dy HSE	19.8	6.2	322	46	£93175
5.0 V8 S/C P425 auto AWD X	19.8	6.2	323	48	£111075
5.0 V8 S/C P500 auto AWD V8	19.6	5.7	325	50	£120980
3.0 D350 auto AWD X-Dynamic SE	32.3	6.8	229	43	£83925
3.0 D350 at AWD X-Dynamic HSE	32.2	6.8	230	46	£87490
3.0 D350 auto AWD Outbound	32.4	6.8	229	43	£85060
3.0 D350 auto AWD X	31.8	6.8	233	47	£104390

Discovery - 4956x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 D350 auto AWD S	34.8	6.3	213	43	£64610
3.0 D350 auto AWD Dynamic SE	34.3	6.3	216	43	£70410
3.0 D350 auto AWD Dynamic HSE	32.8	6.3	217	45	£74775
3.0 D350 at AWD Metropolitan Ed	33.8	6.3	219	45	£79670

Range Rover Evoque - 4371x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 P160 auto S	35.9	9.7	178	25	£44755
2.0 P160 auto Dynamic SE	35.3	9.7	181	26	£47330
1.5 P270e auto AWD S	196.0	6.8	33	34	£49110
1.5 P270e auto AWD Dynamic SE	194.7	6.8	33	36	£53235
1.5 P270e at AWD Autobiography	190.9	6.8	34	39	£58385
2.0 D165 auto AWD S	44.0	9.2	168	26	£44380
2.0 D165 auto AWD Dynamic SE	43.6	9.2	170	29	£47755
2.0 D200 auto AWD S	44.0	7.9	168	29	£45435
2.0 D200 auto AWD Dynamic SE	43.6	7.9	170	33	£49560
2.0 D200 at AWD Autobiography	42.0	7.9	176	34	£55540

Range Rover Velar - 4797x2041mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T P400 auto AWD Dynamic SE	28.9	5.2	223	43	£69025
3.0T P400 at AWD Autobiography	28.2	5.2	228	47	£77735
2.0T P400e auto AWD S	161.1	5.1	40	43	£65445
2.0T P400e auto AWD Dynamic SE	157.7	5.1	41	44	£69670
2.0T P400e at AWD Autobiography	150.7	5.1	43	44	£75005
2.0 D200 auto AWD S	43.7	7.8	170	36	£55410
2.0 D200 auto AWD Dynamic SE	42.8	7.8	173	36	£60395
2.0 D200 auto AWD Autobiography	41.5	7.8	204	36	£67630
3.0 D300 auto AWD Dynamic SE	38.4	6.1	193	42	£66905
3.0 D300 at AWD Autobiography	37.5	6.1	197	46	£73540

Range Rover Sport - 4946x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT P460e auto AWD SE	382.4	5.3	17	50	£90310
3.0TT P460e at AWD Dynamic SE	385.6	5.3	17	50	£93310
3.0TT P460e auto AWD Autobiog	366.7	5.3	17	50	£104830
3.0TT P550e auto AWD Autobiog	362.2	4.7	18	50	£114160
4.4 V8TT P530 auto AWD Autobiog	24.7	4.3	259	50	£119025
4.4 V8TT P635 auto AWD SV Ed 2	23.6	3.7	272	50	£174545
3.0 D250 auto AWD S	39.4	7.3	188	44	£76350
3.0 D300 auto AWD SE	38.8	6.1	191	47	£85575
3.0 D300 auto AWD Dynamic SE	38.9	6.1	191	48	£88575
3.0 D300 at AWD Autobiography	38.1	6.1	195	50	£100095
3.0 D350 at AWD Autobiography	38.1	5.5	194	50	£104275

Range Rover - 5052x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autobiog	24.3	4.4	264	50	£145145
4.4TT V8 P615 auto AWD SV	24.1	4.3	266	50	£174345
3.0TT P460e auto AWD SE	375.7	5.5	17	50	£115915
3.0TT P460e auto AWD HSE	369.6	5.5	17	50	£121635
3.0TT P460e auto AWD Autobiog	360.1	5.5	18	50	£134795
3.0TT P550e auto AWD Autobiog	356.9	4.8	18	50	£138665
3.0TT P550e auto AWD SV	343.1	4.8	19	50	£161865
3.0 D300 auto AWD SE	38.2	6.3	194	50	£105675
3.0 D300 auto AWD HSE	37.8	6.3	196	50	£111755
3.0 D300 at AWD Autobiography	37.5	6.3	198	50	£125355
3.0 D350 auto AWD SE	38.3	5.7	194	50	£108775
3.0 D350 auto AWD HSE	37.9	5.7	196	50	£114855
3.0 D350 at AWD Autobiography	37.6	5.7	197	50	£128455

Range Rover LWB - 5252x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

NEW CAR PRICES

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autob 7st	24.0	4.4	266	50	£147145
4.4TT V8 P615 auto AWD SV	24.1	4.4	266	50	£194175
3.0TT P460e at AWD Autobiog	346.2	5.6	19	50	£137545
3.0TT P460e auto AWD SV	336.2	5.6	19	50	£178290
3.0 D350 auto AWD HSE 7st	36.8	6.0	201	50	£120055
3.0 D350 auto AWD Autobiog 7st	36.7	6.0	202	50	£130455

Four seats: add £600 to P530/D350 Autobiography

LEAPMOTOR

Dealers: 8 **Warranty:** 3 years

T03 - 3620x1652mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
37kWh (95) auto T03	165	12.7	0	N/A	£15995

C10 - 4739x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (218) auto C10	261	7.5	0	N/A	£36500

LEXUS

Dealers: 51 **Warranty:** 3 yrs/60000 mls

ES - 4975x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (218) at 300h Premium	53.2	8.9	120	35	£43945
2.5 Hybrid (218) auto 300h Takumi	53.2	8.9	121	36	£57495

Premium Plus: add £5150 to Premium

LM - 5130x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) auto 350h	42.1	9.1	152	29	£89995
2.5 Hybrid (250) auto AWD 350h	39.2	9.1	163	29	£92995
2.5 Hyb (250) at AWD 350h Takumi	39.2	9.1	163	29	£112995

LBX - 4190x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid (136) auto Urban	65.7	9.6	105	23	£29995
1.5 Hybrid (136) auto Premium	65.7	9.6	105	23	£32845
1.5 Hybrid (136) at Premium Plus	65.7	9.6	105	24	£34845
1.5 Hybrid (136) auto Takumi	65.7	9.6	105	25	£38525
1.5 Hybrid (136) at Takumi AWD	62.8	9.6	115	24	£40525

Design: add £1100 to Premium Plus, add £1000 to Takumi

UX - 4495x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (199) auto 300h Urban	56.4	8.1	113	24	£35245
2.0 Hyb (199) auto 300h Premium	56.4	8.1	113	24	£37245
2.0 Hyb (199) at 300h Premium Plus	54.3	8.1	117	26	£42945
2.0 Hyb (199) auto 300h F Sport	54.3	8.1	118	26	£44745
2.0 Hyb (199) auto 300h Takumi	54.3	8.1	118	30	£48845
2.0 Hyb (199) at E4 300h Premium+	50.4	7.9	126	27	£44945
2.0 Hyb (199) auto E4 300h F Sport	50.4	7.9	127	27	£46745
2.0 Hyb (199) auto E4 300h Takumi	50.4	7.9	127	31	£50845
72.8kWh (204) auto 300e Urban	279	7.5	0	38	£40065
72.8kWh (204) auto 300e Prem	279	7.5	0	38	£42145
72.8kWh (204) at 300e Prem Plus	279	7.5	0	38	£44145
72.8kWh (204) auto 300e Takumi	279	7.5	0	38	£51145

F Sport Design: add £2600 to Urban
F Sport Takumi: add £5300 to F Sport

NX - 4660x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hyb (243) auto 350h Urban	49.5	8.7	129	35	£44845
2.5 Hyb (243) auto 350h Premium	49.5	8.7	129	35	£46645
2.5 Hyb (243) auto 350h Takumi	49.5	8.7	129	32	£58895
2.5 Hyb (243) auto 350h Urban AWD	47.0	7.7	135	36	£45845
2.5 Hyb (243) at 350h Prem AWD	47.0	7.7	136	36	£47645
2.5 Hyb (243) at 350h F Sport AWD	44.8	7.7	143	35	£55395
2.5 Hyb (243) at 350h Takumi AWD	44.1	7.7	145	40	£59895
2.5 PHEV (309) at 450h+ Prem AWD	313.9	6.3	22	40	£50245
2.5 PHEV (309) at 450h+ F Spt AWD	256.8	6.3	25	40	£57895
2.5 PHEV (309) at 450h+ T'mi AWD	256.8	6.3	26	43	£59895

Premium Plus: add £6250 to Premium Hybrid, add £5970 to PHEV
F Sport Takumi: add £7450 to F Sport AWD, add £2750 to F Sport PHEV

RZ - 4805x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (204) auto 300e Urban	297	8.0	0	38	£50145
71.4kWh (204) auto 300e Premium	295	8.0	0	38	£52445
71.4kWh (204) auto 300e Takumi	267	8.0	0	40	£60145
71.4kWh (313) auto 450e Premium	271	5.6	0	44	£58045
71.4kWh (313) auto 450e Takumi	252	5.6	0	45	£65745

Premium Plus: add £2300 to Premium

RX - 4890x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) at 350h Premium	44.8	7.9	150	42	£63345
2.5 Hybrid (250) auto 350h F Sport	44.8	7.9	150	42	£70345
2.5 Hybrid (250) auto 350h Takumi	44.8	7.9	145	43	£77845
2.4T Hyb (371) auto 500h F Sport	35.3	6.2	182	46	£80695
2.5 PHEV (309) at 450h+ Premium	256.8	6.5	25	44	£65045
2.5 PHEV (309) auto 450h+ F Sport	256.8	6.5	25	44	£71045
2.5 PHEV (309) auto 450h+ Takumi	256.8	6.5	25	45	£77295

Premium Plus: add £6000 to 350h Premium, add £5500 to 450h+ Premium

LOTUS

Dealers: 18 **Warranty:** 3 yrs/36000 mls

Emeya - 5139x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (611) auto Emeya	360	4.2	0	N/A	£96200
102kWh (611) auto Emeya S	344	4.2	0	N/A	£108700
102kWh (917) auto Emeya R	298	2.8	0	N/A	£131200

Eletre - 5103x2135mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
112kWh (611) auto Eletre	373	4.5	0	50	£90750
112kWh (611) auto Eletre S	373	4.5	0	50	£105750
112kWh (917) auto Eletre R	304	3.0	0	50	£120000

Emira - 4413x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (360) auto First Edition	30.7	4.3	208	N/A	£82595
3.5 V6 S/C (400) First Edition	25.0	4.2	258	N/A	£87095
3.5 V6 S/C (400) auto First Edition	25.0	4.6	258	N/A	£88895

McLAREN

Dealers: 8 **Warranty:** 3 years

Artura - 4539x1976mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT hybrid (700) auto Coupe	58.9	3.0	108	50	£202660
3.0 V6TT hybrid (700) auto Spider	58.9	3.0	108	50	£222760

750S - 4569x2161mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT auto 750S	23.2	2.8	276	50	£252260
4.0 V8TT auto 750S Spider	23.2	2.8	276	50	£277260

GTS - 4683x2045mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (635) auto GT	26.2	3.2	270	50	£179260

MASERATI

Dealers: 9 **Warranty:** 3 yrs/unlimited mls

Grecale - 4847x1979mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) auto GT	32.1	5.6	199	N/A	£64055
2.0T (330) auto Modena	31.4	5.3	203	N/A	£71310
3.0 V6TT (530) auto Trofeo	25.2	3.8	254	N/A	£102775
105kWh (550) auto Folgore	310	4.1	0	N/A	£99000

GranTurismo - 4966x1957mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (490) auto Modena	27.8	3.9	230	N/A	£133120
3.0 V6TT (550) auto Trofeo	27.8	3.5	230	N/A	£163590
3.0 V6TT (761) auto Folgore	280	2.7	0	N/A	£179950

GranCabrio: add £5995 to Trofeo, add £5660 to Folgore

MC20 - 4669x1965mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (630) auto MC20 Coupe	24.4	2.9	262	N/A	£204465
3.0 V6TT (630) auto MC20 Cielo	24.1	3.0	265	N/A	£229465

MAXUS

Dealers: 57 **Warranty:** 5 yrs/100000 mls

Mifa 7 - 4907x1885mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (241) auto Elite	255	N/A	0	N/A	£48774
77kWh (241) auto Luxury	255	N/A	0	N/A	£50580
90kWh (241) auto Premium	298	N/A	0	N/A	£54780

Mifa 9 - 5270x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (241) auto Elite	269	9.9	0	N/A	£65086
90kWh (241) auto Luxury	269	9.9	0	N/A	£70613
90kWh (241) auto Premium	269	9.9	0	N/A	£77482

T90 EV - 5365x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (177) auto Elite 2WD	205	N/A	0	N/A	£60720

MAZDA

Dealers: 154 **Warranty:** 3 yrs/60000 mls

2 Hybrid - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hyb (116) at Centre-Line	74.3	9.7	87	14	£24280
1.5 VVT-i Hyb (116) at Exclu-Line	74.3	9.7	92	14	£25575
1.5 VVT-i Hyb (116) at Homura	74.3	9.7	97	14	£27475
1.5 VVT-i Hyb (116) at Homura+	74.3	9.7	98	15	£29425

3 - 4460x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Skyactiv-G (140) Prime-Line	47.1	9.5	133	18	£24730
2.5 Skyactiv-G (140) Centre-Line	47.1	9.5	133	18	£25830
2.5 Skyactiv-G (140) Exclusive-Li	47.1	9.5	135	19	£27530
2.5 Skyactiv-G (140) auto Homura	44.8	9.5	141	17	£27875
2.5 Skyactiv-G (140) at Exclusiv-Li	44.8	9.5	141	18	£29075
2.0 e-Skyactiv-X (186) Centre-Line	53.3	8.1	123	22	£27675
2.0 e-Skyactiv-X (186) Exclusive-Li	53.3	8.1	126	23	£29975
2.0 e-Skyactiv-X (186) at Exclus-Li	47.1	8.5	138	22	£31575

Saloon: same price (Skyactiv X Exclusive-Line only) **Homura:** add £500 to Centre-Line **Takumi:** add £1200 to Exclusive-Line

CX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-Skyactiv G (140) Prime-Line	47.1	9.7	135	16	£26135
2.5 e-Skyactiv G (140) Centre-Line	47.1	9.7	135	16	£27735
2.5 e-Skyactiv G (140) Exclusive-Li	47.1	9.7	136	17	£29435
2.5 e-Skyactiv G (140) at Centre-Li	42.8	10.3	147	15	£29235
2.5 e-Skyactiv G (140) at Exclu-Li	42.8	10.3	147	16	£30935
2.0 e-Skyactiv X (186) Centre-Line	49.6	8.3	129	20	£29535
2.0 e-Skyactiv X (186) Exclusive-Li	49.6	8.3	128	20	£31835
2.0 e-Skyactiv X (186) Takumi AWD	46.3	8.8	139	21	£36535
2.0 e-Skyactiv X (186) at Centre-Li	46.3	8.6	139	19	£31135
2.0 e-Skyactiv X (186) at Exclu-Li	46.3	8.6	140	19	£33435
2.0 e-Skyac-X (186) at Takumi AWD	42.8	9.0	148	21	£38035

Homura: add £1100 to Centre-Line
Takumi: add £2400 to Exclusive-Line

MX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
830cc e-S'activ R-EV (170) at Prime	282.5	9.1	21	22	£31605
830cc e-S'activ R-EV (170) at Excl	282.5	9.1	21	22	£33605
830cc e-S'act R-EV (170) at M'koto	282.5	9.1	21	23	£36205

CX-5 - 4575x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Skyactiv-G (165) Centre-Line	43.5	10.7	146	17	£31330
2.0 e-Skyactiv-G (165) Exclusive-Li	43.5	10.7	146	18	£34430
2.0 e-Skyactiv-G (165) Takumi	43.5	10.7	146	19	£36830
2.0 e-Skyactiv-G (165) at Centre-Li	40.9	10.2	155	17	£33750
2.0 e-Skyactiv-G (165) auto Excl-Li	40.9	10.2	156	18	£36850
2.0 e-Skyactiv-G (165) at Takumi	40.9	10.2	156	19	£39250
2.5 e-S'activ-G (194) at Tk'mi AWD	37.2	9.5	171	21	£42280
2.2 Skyactiv-D (184) Exclusive-Li	50.4	9.2	147	26	£36630
2.2 Skyactiv-D (184) auto Excl-Li	43.6	9.3	160	25	£39050
2.2 S'activ-D (184) Takumi AWD	44.8	9.3	165	26	£41450
2.2 S'activ-D (184) at Takumi AWD	42.8	9.6	173	27	£43880

Newground: add £1000 to Skyactiv-G 165 Centre-Line
Homura: add £2000 to Skyactiv-G 165 Exclusive-Line

CX-60 - 4745x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	201.8	5.8	32	38	£46640
2.5 e-S'activ PHV (327) at Homura	201.8	5.8	32	39	£49790
2.5 e-S'activ PHEV (327) at Takumi	201.8	5.8	32	39	£50740
3.3 e-S'activ D (200) at Exclusive-Li	55.4	8.4	132	33	£46700
3.3 e-S'activ D (254) at Exc-Li AWD	51.4	7.4	139	38	£49350
3.3 e-S'activ D (254) at H'ura AWD	51.4	7.4	140	38	£52500
3.3 e-S'activ D (254) at Tk'mi AWD	51.4	7.4	142	39	£53450

Plus: add £2800 to PHEV, add £2600 to diesel (not Exclusive-Line)

CX-80 - 4995x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	176.6	6.8	35	37	£49780
2.5 e-S'activ PHV (327) at Homura	176.6	6.8	35	38	£52930
2.5 e-S'activ PHEV (327) at Takumi	176.6	6.8	36	38	£53880
3.3 e-S'activ D (254) at Exc-Li AWD	49.6	8.4	148	37	£52475
3.3 e-S'activ D (254) at H'ura AWD	49.6	8.4	149	38	£55625
3.3 e-S'activ D (254) at Tk'mi AWD	49.6	8.4	149	38	£56575

Plus: add £2650 to PHEV, add £3270 to diesel (not Exclusive-Line)

MX-5 - 3915x1735mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (132) Prime-Line	44.8	8.3	140	27	£28285
1.5 Skyactiv-G (132) Exclusive-Li	44.8	8.3	140	27	£30285
2.0 Skyactiv-G (184) Exclusive-Li	40.9	6.5	153	33	£33115
2.0 Skyactiv-G (184) Homura	40.9	6.5	153	33	£35515

MX-5 RF: add £1900

MERCEDES

Dealers: 147 **Warranty:** 3 yrs/unlimited mls

A-Class - 4428x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 11th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at A 180 Sport Edition	47.1	9.2	131	20	£31300
1.3T (136) auto A 180 Sport Exec	47.1	9.2	131	20	£32685
1.3T (163) auto A 200 Sport Exec	47.1	8.2	135	23	£34235
1.3T (218) at A 250 e AMG Li Exec	313.9	7.4	17	23	£41165
2.0T (306) at AMG A 35 4MT Tour	33.2	4.7	193	36	£47960
2.0T (421) at AMG A 45 S 4MATIC+	30.7	3.9	208	41	£65395
2.0 (150) auto A 200 d Sport Exec	57.7	8.3	130	23	£35235

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £2020 to A 35 Touring Edition

B-Class - 4419x1796mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) auto B 200 Sport Exec	46.3	8.4	136	25	£35965
2.0 (150) auto B 200 d Sport Exec	55.4	8.5	135	25	£37065

AMG Line Executive: add £2300 to Sport Executive

CLA-Class - 4731x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
85kWh (272) at 250+ Sport Edition	484	6.7	0	N/A	£45615
85kWh (272) at 250+ AMG Line Ed	482	6.7	0	N/A	£49375
85kWh (272) at 250+ AMG Line Prem	462	6.7	0	N/A	£51770

C-Class - 4793-4842x1820-1900mm
Euro NCAP: ★★★★★ **Driver Power:** 5th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	43.5	7.3	142	38	£46175
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	153	40	£53495
2.0T (313) auto C 300 e AMG Line	565.0	6.1	12	45	£51970
2.0T (408) auto AMG C 43 4MATIC	30.7	4.3	209	44	£69960
2.0T (476) at AMG C 63 S e 4MT+	31.4	3.4	205	50	£100935
2.0 (200) auto C 220 d AMG Line	60.1	7.5	119	39	£47575
2.0 (265) at C 300 d AMG Li Prem	53.3	5.7	136	41	£54925

C-Class Estate - 4793-4842x1820-1900mm
Euro NCAP: ★★★★★ **Driver Power:** 5th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	44.1	7.5	147	38	£47925
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	157	40	£55245
2.0T (313) auto C 300 e AMG Line	565.0	6.3	13	45	£57220
2.0T (408) auto AMG C 43 4MATIC	30.4	4.4	209	44	£71710
2.0T (476) at AMG C 63 S e 4MAT+	31.4	3.4	205	50	£102685
2.0 (200) auto C 220 d AMG Line	62.8	7.6	123	39	£49235
2.0 (265) at C 300 d AMG Li Prem	53.3	5.8	139	41	£56675

E-Class - 4949-4959x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	43.5	7.5	148	42	£56650
2.0T (313) at E 300 e Urban Edition	470.8	6.4	13	50	£65720
2.0T (313) at E 300 e AMG Line P	470.8	6.4	13	50	£70845
3.0T (449) at E 53 Hyb 4MATIC+	313.9	3.8	21	50	£92120
2.0 (197) auto E 220 d AMG Line	58.9	7.6	125	42	£58300
2.0 (197) auto E 300 de Urban Ed	706.3	6.4	11	49	£67720
2.0 (197) at E 300 de AMG Line Pr	706.3	6.4	11	50	£72845
3.0 (367) at E 450 d AMG Li Pr 4MT	47.1	4.8	158	50	£81095

E-Class Estate - 4949-4959x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	41.5	7.8	155	42	£59720
2.0T (313) at E 300 e Urban Edition	470.8	6.5	14	50	£67970
2.0T (313) at E 300 e AMG Line P	470.8	6.5	14	50	£73095
3.0T (449) at E 53 Hyb 4MATIC+	282.5	3.9	23	50	£94370
2.0 (197) auto E 220 d AMG Line	56.5	7.9	131	42	£60650
2.0 (197) auto E 300 de Urban Ed	565.0	6.6	12	49	£69970
2.0 (197) at E 300 de AMG Line Pr	565.0	6.6	13	50	£75095
3.0 (367) at E 450 d AMG Li Pr 4MT	44.8	5.0	164	50	£83345

EQE - 4946x1906mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQE 350+ Sport Ed	429	6.5	0	50	£69365
91kWh (292) at EQE 350+ AMG Li Ed	429	6.5	0	50	£74615
91kWh (408) at EQE 500 AMG Li Ed	385	4.7	0	50	£82615
91kWh (625) at AMG EQE 53 4MT	306	3.5	0	50	£105995

S-Class - 5320x1954mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (299) at S 450 e L 4MT AMG Line	403.6	5.9	17	50	£111665
3.0 (449) at S 500 L 4MT AMG Line	32.8	4.7	195	50	£112895
3.0 (517) at S 580 e L AMG Line	353.1	4.9	19	50	£119370
3.0 (517) at S 580 e Maybach	313.9	5.1	21	50	£174770
4.0 V8 (503) at S 580 4MT Maybach	26.4	4.8	242	50	£181490
4.0 V8TT (802) auto AMG S 63 E Perf	35.8	3.3	179	50	£193525
6.0 V12 (612) at S 680 4MT M'bach 1st	20.9	4.5	321	50	£226595
3.0 (313) auto S 350 d L AMG Line	44.8	5.6	166	50	£100390
3.0 (367) at S 450 d L 4MT AMG Li	43.5	5.0	171	50	£105785

EQS - 5216x1926mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) auto 350 AMG Line	409	6.7	0	50	£99845
118kWh (360) at 450+ AMG Line	481	6.2	0	50	£112620
118kWh (360) at 450 4MAT AMG Li	467	5.7	0	50	£115920

Business Class: add £7000 to AMG Line

V-Class - 4895-5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (163) auto V 220 d Premium L	37.2	11.1	192	37	£76320
2.0 (237) auto V 300 d Premium L	36.2	7.9	196	43	£81600
2.0 (237) auto V 300 d Exclusive L	36.2	7.9	200	43	£91960
2.0 (163) auto V 220 d Premium XL	37.2	11.2	194	37	£77330
2.0 (237) auto V 300 d Premium XL	36.2	7.9	198	43	£82610
2.0 (237) at V 300 d Exclusive XL	36.2	7.9	199	43	£88770
2.0 (237) auto V 300 d M.P Prem L	34.9	8.6	207	44	£88455

EQV - 5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (204) at EQV 300 Exec Long	222	12.1	0	44	£92255

GLA-Class - 4412-4436x1834-1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at 180 Sport Edition	42.8	10.0	148	29	£35880
1.3T (163) at 200 Sport Executive	43.5	8.9	148	29	£38065
2.0T (218) auto 250 e AMG Li Exec	256.8	7.9	24	40	£45630
2.0T (306) auto AMG 35 4MATIC	32.1	5.2	201	41	£55570
2.0T (421) at AMG 45 S 4MATIC+	28.5	4.3	225	41	£73330
2.0 (150) at 200 d Sport Executive	51.4	8.8	142	31	£39115
2.0 (190) at 220 d 4MT AMG Li Ex	48.7	7.5	151	36	£46990

AMG Line Executive: add £3480 to Sport Executive

EQA - 4463x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
67kWh (190) auto 250+ Sport Exec	346	8.6	0	44	£49760
67kWh (190) auto 250+ Urban Ed	346	8.6	0	44	£52020
67kWh (228) auto 300 4MT AMG Li	280	7.7	0	46	£53020

GLB-Class - 4634x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) at 200 Sport Executive	41.5	9.3	155	28	£40190
2.0 (150) at 200 d Sport Executive	50.4	9.2	148	29	£40420
2.0 (190) at 220 d 4MT AMG Li Ex	47.1	7.8	158	35	£48110

AMG Line Executive: add £3480 to Sport Executive

EQB - 4634x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71kWh (190) auto 250+ Sport Exec	321	8.9	0	N/A	£52810
71kWh (190) auto 250+ Urban Ed	321	8.9	0	N/A	£55070
67kWh (228) auto 300 4MT AMG Li	271	8.0	0	29	£55320

GLC-Class - 4721-4749x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	38.2	6.2	167	42	£56495
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	47	£59970
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	47	£64470
2.0T (443) at AMG GLC 43 4MATIC	27.2	4.5	236	45	£76715
2.0T (680) at AMG GLC 63 S e 4MT+	29.1	3.5	221	50	£125185
2.0 (219) at 220 d 4MAT AMG Line	53.3	8.0	140	40	£54450
2.0 (291) at 300 d 4MT AMG L Prm	48.7	6.3	151	44	£63895
2.0 Hyb (333) 300 de 4MT Urban	565.0	6.4	12	49	£62220
2.0 Hyb (333) 300 de 4MT AMG Li	565.0	6.4	12	49	£66720

GLC-Coupe - 4769-4792x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	38.7	6.3	167	43	£62220
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	43	£65970
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	43	£70470
2.0T (443) at AMG GLC 43 4MATIC	27.4	4.5	231	45	£78715
2.0T (680) at AMG GLC 63 S e 4MT+	29.1	3.5	221	50	£127185
2.0 (219) at 220 d 4MAT AMG Line	54.3	8.1	138	41	£60175
2.0 (291) at 300 d 4MT AMG L Prm	49.6	6.4	149	44	£68800

GLE-Class - 4926-4934x2015mm
Euro NCAP: ★★★★★ **Driver Power:** 1st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (375) at 400 e 4M Urban	94.2	6.1	69	47	£80490
3.0 Hyb (619) auto AMG 53 4MATIC+	67.3	4.7	95	50	£94835
3.0T (435) auto AMG 53 4MATIC+	26.7	5.0	241	50	£96665
4.0 V8TT (612) at AMG 63 S 4MT+	22.4	3.9	287	50	£139350
2.0 (289) at 300 d 4MAT Urban Ed	41.5	6.9	179	44	£78050
3.0 (389) at 450 d 4MAT Urban Ed	37.7	5.6	196	48	£82160
3.0 (329) at 350 de 4MAT Urban Ed	128.4	6.9	58	48	£78490

Seven seats: standard on GLE 300 d, GLE 450 d, AMG 53 non hybrid
AMG Line: add £5000 to Urban Ed

GLE-Coupe - 4941x2018mm
Euro NCAP: ★★★★★ **Driver Power:** 1st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (388) at 400 e 4M Urban Ed	97.4	6.1	65	49	£83490
3.0 Hyb (619) auto AMG 53 4MATIC+	72.4	4.7	88	50	£103880
3.0T (435) auto AMG 53 4MATIC+	27.4	5.0	235	50	£105790
4.0 V8TT (612) at AMG 63 S 4MT	22.6	3.9	284	50	£148350
3.0 (389) at 450 d 4MT Urban Ed	37.7	5.6	194	49	£85160
3.0 (389) at 350 de 4MT Urban Ed	134.5	6.9	55	49	£81490

AMG Line: add £5000 to Urban Edition

EQE SUV - 4863x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at 350+ AMG Line Ed	378	6.9	0	50	£75505
91kWh (292) at 350 4MAT AMG Li Ed	342	6.6	0	50	£80005
96kWh (408) at 500 AMG Line Ed	365	5.0	0	50	£90570
91kWh (617) auto AMG 53 4MAT+	280	3.7	0	50	£115130

GLS-Class - 5209-5233x1956-2030mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) at 450 4MAT AMG Line	26.7	6.1	241	47	£114180
4.0 V8TT (579) at 600 Maybach	20.5	4.9	313	50	£182950
4.0 V8TT (579) at 600 May 1st Class	20.5	4.9	315	50	£187250
4.0 V8TT (634) at AMG 63 4MAT+	21.1	4.2	303	50	£158400
3.0 (367) at 450 d 4MAT AMG Line	33.6	6.1	222	50	£110800

Business Class: add £10000 to AMG Line

EQS SUV - 5125x1957mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
118kWh (360) at 450 4MAT AMG Li	400	6.2	0	50	£129480
118kWh (544) at 580 4MAT AMG Li	400	4.8	0	50	£139480
118kWh (658) at 680 4MAT Maybach	374	4.4	0	50	£200870

Business Class: add £14325 to AMG Line

G-Class - 4873x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (469) auto 500 AMG Line	25.0	5.4	257	50	£150875
4.0 V8TT (605) auto AMG G 63	19.1	4.4	338	50	£189375
3.0 (387) auto G 450 d AMG Line	31.4	5.8	235	50	£141065
116kWh (587) at G 580 EQ AMG Line	280	4.7	0	50	£154870

Carbon Edition: add £10000 to AMG G 63 **Manufaktur Edition:** add £16500 to AMG G 63 **Magno Edition:** add £19000 to AMG G 63

CLE-Class Coupe - 4850-4853x1861-1936mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.8	7.4	148	35	£47675
2.0T (258) at CLE 300 4MT AMG Li P	40.4	6.2	158	40	£57370
2.0T (313) at CLE 300 e AMG Li P	470.8	6.3	13	45	£61620
3.0T (381) at CLE 450 4MT AMG Li P	36.7	4.4	175	43	£68325
3.0T (471) at AMG CLE 53 4MATIC+	30.4	4.2	212	44	£75660
2.0 (197) auto CLE 220 d AMG Line	60.1	7.5	123	36	£50075

CLE-Class Cabriolet - 4850-4853x1861-1936mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.2	7.9	153	40	£54495
2.0T (258) at CLE 300 4MT AMG Li P	39.2	6.6	167	44	£61370
3.0T (381) at CLE 450 4MT AMG Li P	35.3	4.7	180	46	£72325
3.0T (449) at AMG CLE 53 4MATIC+	29.4	4.4	218	47	£79660
2.0 (197) auto CLE 220 d AMG Line	57.7	7.9	129	41	£56075

AMG SL - 4700x1915mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (434) auto SL 43 Premium	31.4	4.7	206	50	£109910
2.0T (434) at SL 43 Premium Plus	31.4	4.7	215	50	£118910
4.0 V8TT (476) at SL 55 4MT Prem+	21.7	3.9	305	50	£152900
4.0 V8TT (585) at SL 63 4MT Prem+	21.7	3.6	305	50	£177150
4.0 V8TT (816) at SL 63 4MT S E Prf	28.3	2.9	228	50	£196740

AMG GT - 4728x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (421) auto GT 43 Premium	27.4	4.6	235	50	£105435
4.0 V8TT (476) at GT 55 4MT Prem	20.2	3.9	319	50	£142200
4.0 V8TT (585) at GT 63 4MT Prem	20.2	3.2	319	50	£163500
4.0 V8TT (612) at GT 63 4MT Pro	20.2	3.2	319	50	£179350
4.0 V8TT (816) at GT 63 4MT S E Perf	26.7	2.8	241	50	£186290

MG

Dealers: 71 **Warranty:** 7 yrs/80000 mls

MG3 - 4113x1797mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (194) auto SE	64.2	8.0	100	23	£19245
1.5 Hybrid+ (194) auto Trophy	64.2	8.0	100	24	£21245

MG4 - 4287x1836mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (170) auto SE	218	7.7	0	27	£27245
64kWh (203) auto SE Long Range	281	7.9	0	28	£29745
64kWh (203) at Trophy Long Range	270	7.9	0	29	£32745
77kWh (245) auto Extended Range	323	6.5	0	33	£36745
64kWh (435) auto XPower	239	3.7	0	40	£36745

IM5 - 4931x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (295) auto Standard	304	6.8	0	N/A	£39450
100kWh (407) auto Long	441	4.9	0	N/A	£44995
100kWh (751) auto Performance	357	3.2	0	N/A	£48495

ZS - 4430x1818mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (196) auto SE	55.4	8.7	115	22	£21995
1.5 Hybrid+ (196) auto Trophy	55.4	8.7	115	22	£24495

MGS5 EV - 4476x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (170) auto SE	211	8.0	0	29	£28495
64kWh (231) auto SE Long Range	298	6.3	0	34	£30995
64kWh (231) at Trophy Long Range	288	6.3	0	34	£33495

HS - 4670x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (162) SE	38.2	9.4	168	24	£24995
1.5 T-GDi (162) auto SE	37.2	9.6	173	25	£26495
1.5 T-GDi (371) auto SE Plug-In	672.6	6.8	12	27	£31495

Trophy: add £2500 to SE

IM6 - 4931x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (407) auto Long	388	5.4	0	N/A	£47995
100kWh (751) auto Performance	313	3.5	0	N/A	£50995
100kWh (751) auto Launch Edition	313	3.5	0	N/A	£52995

Cyberster - 4535x1913mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (340) auto Trophy	316	5.0	0	47	£54995
77kWh (503) auto GT	276	3.2	0	50	£59995

MINI

Dealers: 148 **Warranty:** 3 yrs/unlimited mls

Cooper - 3858x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.9	7.7	133	21	£25265
1.5T (156) auto C Exclusive	47.9	7.7	134	22	£27465
2.0T (204) auto S Classic	45.6	6.6	140	25	£28265
2.0T (204) auto S Exclusive	45.6	6.6	140	25	£30465
2.0T (231) auto John Cooper Works	43.5	6.1	147	27	£33815
41kWh (184) auto E Classic	190	7.3	0	20	£26905
41kWh (184) auto E Exclusive	190	7.3	0	20	£29105
54kWh (218) auto SE Classic	250	6.7	0	26	£29905
54kWh (218) auto SE Exclusive	250	6.7	0	26	£32105
54kWh (258) at John Cooper Works	250	5.9	0	26	£35455

Sport: add £1300 to Exclusive

Cooper 5-Door - 4036x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.1	8.0	136	21	£26265
1.5T (156) auto C Exclusive	46.3	8.0	137	22	£28465
2.0T (204) auto S Classic	44.8	6.8	142	24	£29265
2.0T (204) auto S Exclusive	44.8	6.8	142	25	£31465

Sport: add £1300 to Exclusive

Cooper Convertible - 3879x1744mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (163) auto C Classic	43.5	8.2	147	23	£28715
2.0T (163) auto C Exclusive	43.5	8.2	148	23	£30915
2.0T (204) auto S Classic	42.8	6.9	149	27	£31715
2.0T (204) auto S Exclusive	42.8	6.9	149	27	£33915
2.0T (231) auto John Cooper Works	40.9	6.4	156	29	£37535

Sport: add £1300 to Exclusive

Aceman - 4079x1754mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
38.5kWh (184) auto E Classic	192	7.9	0	20	£28905
38.5kWh (184) auto E Exclusive	190	7.9	0	20	£31105
49.2kWh (218) auto SE Classic	251	7.1	0	23	£31905
49.2kWh (218) auto SE Exclusive	249	7.1	0	24	£34105
49.2kWh (258) at J Cooper Works	242	6.4	0	24	£36905

Sport: add £1300 to Exclusive

Countryman - 4444x1843mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto C Classic	47.9	8.3	133	20	£29100
1.5T (170) auto C Exclusive	47.9	8.3	134	21	£31600
2.0T (218) auto S Classic ALL4	42.8	7.1	148	25	£35100
2.0T (218) auto S Exclusive ALL4	42.2	7.1	151	25	£38420
2.0T (300) at J Cooper Works ALL4	36.2	5.4	177	30	£42750
64.6kWh (204) auto E Classic	286	8.6	0	23	£33005
64.6kWh (204) auto E Exclusive	281	8.6	0	24	£35505
64.6kWh (313) auto SE Classic ALL4	266	5.6	0	31	£39005
64.6kWh (313) at SE Exclusive ALL4	262	5.6	0	31	£41505

Sport: add £1200 to Exclusive

MORGAN

Dealers: 18 **Warranty:** TBC

Super 3 - 3581-1840mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (118) Super 3	40.0	7.0	130	N/A	£43165

Roadster - 3700-3890x1680-1756mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0TT (255) Plus 4	39.0	5.2	165	N/A	£62995
2.0TT (255) auto Plus 4	40.0	4.8	159	N/A	£64995
3.0TT (335) auto Plus 6	34.0	4.2	180	N/A	£81995

NISSAN

Dealers: 221 **Warranty:** 3 yrs/60000 mls

Juke - 4210x1800mm
Euro NCAP: ★★★★★ **Driver Power:** 27th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DIG-T (114) Acenta Premium	48.7	10.7	133	13	£24045
1.0 DIG-T (114) N-Connecta	48.7	10.7	133	14	£26045
1.0 DIG-T (114) at Acenta Premium	47.1	11.8	137	12	£25545
1.0 DIG-T (114) auto N-Connecta	47.1	11.8	137	14	£27545
1.6 Hybrid (143) auto N-Connecta	58.4	10.1	110	14	£29575

Tekna: add £1500 to N-Connecta
Tekna+: add £1400 to Tekna
N-Sport: same price as Tekna+

Qashqai - 4394x1806mm
Euro NCAP: ★★★★★ **Driver Power:** 28th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3 DiG-T (140) Acenta Premium	44.8	10.2	142	12	£30615
1.3 DiG-T (140) Tekna	44.1	10.2	145	13	£35005
1.3 DiG-T (158) Acenta Premium	44.8	9.5	142	17	£31335
1.3 DiG-T (158) Tekna	44.1	9.5	145	18	£35725
1.3 DiG-T (158) at Acenta Premium	45.6	9.2	141	15	£32935
1.3 DiG-T (158) auto Tekna	44.1	9.2	144	16	£37625
1.3 DiG-T (158) at N-Connecta AWD	40.9	9.9	155	15	£36410
1.3 DiG-T (158) auto Tekna AWD	40.4	9.9	157	16	£39820
1.5 e-Power (190) at Acenta Prem	54.3	7.9	117	24	£34860
1.5 e-Power (190) auto Tekna	53.3	7.9	119	26	£39730

N-Connecta: add £2170 to Acenta Premium **N-Design:** add £4170 to Acenta Premium **Tekna+:** add £2790 to Tekna (not DiG-T 140)

X-Trail - 4680x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VC-T (163) at Acenta Premium	39.8	9.6	157	22	£36225
1.5 VC-T (163) auto Tekna	38.7	9.6	161	23	£42290
1.5 e-Power (204) at Acenta Prem	48.7	8.0	129	24	£37770
1.5 e-Power (204) auto N Trek	48.7	8.0	130	26	£43780
1.5 e-Power (204) auto Tekna	47.1	8.0	133	26	£43935
1.5 e-P (213) at Acenta Prem AWD	44.8	7.0	141	28	£40070
1.5 e-Power (213) at N TrekAWD	44.8	7.0	141	30	£45980
1.5 e-Power (213) at Tekna AWD	43.5	7.0	144	30	£46135

Seven seats: add £1000 (not e-Power 204) **N-Connecta:** add £2825 to Acenta Premium **Tekna+:** add £2670 to Tekna

Ariya - 4595x1850mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (217) auto Engage	251	7.5	0	30	£39655
63kWh (217) auto Advance	250	7.5	0	30	£43155
87kWh (242) auto Engage	330	7.6	0	34	£44655
87kWh (242) auto Advance	329	7.6	0	34	£48155
87kWh (306) auto Advance 4WD	319	5.7	0	41	£50855
87kWh (435) auto Nismo 4WD	261	5.1	0	41	£56630

Evolve: add £3995 to Advance

OMODA

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Omoda 5 - 4424x1830mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (187) auto Comfort	31.2	7.9	170	34	£25235
1.6T (187) auto Noble	31.2	7.9	170	35	£27035
61kWh (204) auto Comfort	257	7.2	0	34	£33055
61kWh (204) auto Noble	257	7.2	0	35	£34555

Omoda 9 - 4775x1920mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T PHEV (449) auto Noble	47.1	4.9	38	45	£44990

PEUGEOT

Dealers: 283 **Warranty:** 3 yrs/60000 mls

208 - 4055x1745mm
Euro NCAP: ★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Style	58.2	10.1	114	22	£19995
1.2 PureTech (100) Allure	58.2	10.1	114	21	£24645
1.2 PureTech (100) GT	58.2	10.1	121	21	£26795
1.2 Hybrid (110) auto Allure	65.9	9.8	103	23	£26450
1.2 Hybrid (110) auto GT	65.9	9.8	105	23	£28600
1.2 Hybrid (145) auto GT	65.0	8.1	105	28	£29800
50kWh (136) auto Allure	219	8.1	0	28	£30050
50kWh (136) auto GT	219	8.1	0	31	£32100
51kWh (156) auto Allure	263	8.2	0	28	£30850
51kWh (156) auto GT	261	8.2	0	31	£32900

GT Premium: add £1500 to GT, add £1800 to GT EVs

308 - 4367x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (145) auto Allure	62.6	9.3	110	20	£32925
1.2T Hybrid (145) auto GT	62.6	9.3	111	21	£36050
1.6 PHEV (195) auto Allure	62.6	7.9	18	26	£38220
1.6 PHEV (195) auto GT	62.6	7.9	18	28	£41430
1.5 BlueHDi (130) auto Allure	59.6	10.6	130	19	£33540
1.5 BlueHDi (130) auto GT	59.6	10.6	131	21	£36665
54kWh (156) auto Allure	257	9.8	0	24	£38220
54kWh (156) auto GT	257	9.8	0	25	£39990

308 SW: add £1200

408 - 4687x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (145) auto Allure	58.8	10.2	114	20	£35165
1.2T Hybrid (145) auto GT	58.8	10.2	114	22	£38485
1.6 PHEV (225) auto Allure	313.9	7.5	19	29	£41610
1.6 PHEV (225) auto GT	313.9	7.5	19	31	£44930
58kWh (210) auto Allure	280	7.6	0	33	£42185
58kWh (210) auto GT	280	7.6	0	34	£44995

508 Fastback - 4750x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid (225) auto GT	274.8	7.9	34	36	£46920
1.6 Hybrid (225) auto GT SW	274.8	8.0	37	36	£48120

e-Rifter - 4405-4755x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 BlueHDi (130) auto Allure	54.3	10.8	148	14	£26515
1.5 BlueHDi (130) auto GT	54.3	10.8	148	15	£27005
1.5 BlueHDi (130) auto Allure Long	54.3	11.3	152	14	£29310
1.5 BlueHDi (130) auto GT Long	54.3	11.3	152	15	£29800
50kWh (136) auto Allure	199	11.3	0	22	£32250
50kWh (136) auto GT	199	11.3	0	22	£35045
50kWh (136) auto Allure Long	199	11.3	0	23	£33150
50kWh (136) auto GT Long	199	11.3	0	23	£35945

e-Traveller - 4981-5331x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Active	217	14.3	0	38	£48925
75kWh (136) auto Active Long	217	14.3	0	40	£49825

Allure: add £5325

2008 - 4300x1770mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Allure	52.7	10.8	129	16	£28540
1.2 PureTech (130) auto Allure	48.9	9.2	138	16	£31395
1.2 Hybrid (136) auto Allure	62.1	8.3	112	23	£32170
54kWh (156) auto Allure	247	9.1	0	26	£35300

GT: add £2150 to Allure (not PureTech 100), **GT Premium:** add £1550 to GT

3008 - 4542x1895mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	10.2	123	22	£36790
1.6 PHEV (195) auto Allure	356.2	7.8	19	32	£40860
73kWh (210) auto Allure	326	8.8	0	32	£45960
97kWh (230) auto Allure	435	8.7	0	N/A	£48660

GT: add £2950-£3530 to Allure

5008 - 4791x1895mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	11.3	130	23	£39490
1.6 PHEV (195) auto Allure	356.2	8.3	23	35	£43560
73kWh (210) auto Allure	310	9.7	0	33	£48660
97kWh (230) auto Allure	414	9.6	0	N/A	£51360

GT: add £2950-£3530 to Allure

POLESTAR

Dealers: 2 **Warranty:** 3 yrs/60000 mls

Polestar 2 - 4606x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (268) auto Standard	344	6.2	0	34	£45160
82kWh (295) auto Long Range	408	5.9	0	35	£49160
82kWh (416) auto LR Dual Motor	369	4.3	0	42	£53160
82kWh (469) at LR Dual Motor Perf	352	4.0	0	42	£57950

Polestar 4 - 4840x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (268) auto Long Range	385	6.9	0	45	£59990
100kWh (536) at Long Dual Motor	367	3.7	0	48	£66990

Polestar 3 - 4900x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (295) auto Long Range	438	7.5	0	50	£69900
111kWh (483) auto LR Dual Motor	395	4.8	0	50	£75900
111kWh (510) at LR Dual Motor Perf	352	4.5	0	50	£81500

PORSCHE

Dealers: 36 **Warranty:** 3 yrs/unlimited mls

Taycan - 4963x1966-1998mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
97kWh (435) auto	422	4.8	0	50	£88200
97kWh (598) auto 4S	400	3.7	0	50	£96200
97kWh (700) auto GTS	394	3.3	0	50	£118200
97kWh (884) auto Turbo	391	2.7	0	50	£135200
97kWh (952) auto Turbo S	393	2.4	0	50	£162200
97kWh (1034) auto Turbo GT	347	2.3	0	50	£189200
97kWh (1034) at T GT Weissach	345	2.2	0	50	£189200

Taycan Sport Turismo - 4963x1966mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
97kWh (435) auto	404	4.8	0	50	£89200
97kWh (598) auto 4S	384	3.7	0	50	£97200
97kWh (700) auto GTS	378	3.3	0	50	£119200
97kWh (884) auto Turbo	379	2.7	0	50	£136200
97kWh (952) auto Turbo S	377	2.4	0	50	£163200

Taycan Cross Turismo - 4974x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
97kWh (598) auto 4S	381	3.8	0	50	£99200
97kWh (884) auto Turbo	373	2.8	0	50	£138200
97kWh (952) auto Turbo S	373	2.5	0	50	£165200

Panamera - 5052x1937mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 V6 (353) auto	29.1	5.3	219	50	£89400
2.9 V6 (353) auto 4	27.7	5.0	230	50	£92400
2.9 V6 (470) auto 4 E-Hybrid	282.5	4.1	23	50	£99100
2.9 V6 (544) auto 4S E-Hybrid	256.8	3.7	24	50	£110200
4.0 V8 (500) auto GTS	23.5	3.8	274	50	£131700
4.0 V8 (680) auto Turbo E-Hybrid	235.4	3.2	27	50	£151500
4.0 V8 (782) auto Turbo S E-Hybrid	201.8	2.9	31	50	£175100

Macan - 4726x1927mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (265) auto	28.0	6.4	228	39	£56000
2.0T (265) auto T	28.0	6.2	229	39	£61000
3.0 V6 (380) auto S	25.4	4.8	251	42	£63000
3.0 V6 (440) auto GTS	25.0	4.5	255	47	£75000

Macan Electric - 4784x1938mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (360) auto	398	5.7	0	44	£68500
100kWh (408) auto 4	381	5.2	0	46	£71200
100kWh (516) auto 4S	377	4.1	0	48	£76900
100kWh (639) auto Turbo	367	3.3	0	50	£96900

Cayenne - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	26.2	6.0	246	44	£77500
4.0 V8TT (474) auto S	22.8	5.0	282	48	£93000
4.0 V8TT (500) auto GTS	22.4	4.7	287	50	£107600
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£86300
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£95200
4.0 V8 (739) auto Turbo E-Hybrid	166.2	3.7	39	50	£140600

Cayenne Coupe - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	25.9	5.7	247	44	£81900
4.0 V8TT (474) auto S	22.6	4.7	284	50	£98400
4.0 V8TT (500) auto GTS	22.4	4.4	287	50	£109200
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£89600
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£100000
4.0 V8 (739) auto Turbo E-Hybrid	156.9	3.7	40	50	£146000
4.0 V8 (739) at Turbo E-Hybrid GT	156.9	3.6	40	50	£166100

718 Boxster - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Boxster	30.1	5.1	212	44	£55800
2.0T (300) auto 718 Boxster	31.7	4.9	201	44	£57999
2.5T (350) 718 Boxster S	29.4	4.6	229	46	£65800
2.5T (350) auto 718 Boxster S	29.4	4.4	218	46	£67999
4.0 (400) 718 Boxster GTS 4.0	25.9	4.5	247	49	£77300
4.0 (400) auto 718 Boxster GTS 4.0	28.0	4.0	230	49	£79832

718 Cayman - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Cayman	30.4	5.1	212	42	£53800
2.0T (300) auto 718 Cayman	31.7	4.9	201	42	£55999
2.5T (350) 718 Cayman S	28.0	4.9	228	44	£63800
2.5T (350) auto 718 Cayman S	29.4	4.4	217	44	£65999
4.0 (400) 718 Cayman GTS 4.0	25.9	4.5	247	46	£75300
4.0 (400) at 718 Cayman GTS 4.0	28.0	4.0	230	46	£77832

911 - 4542-4553x1852-1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	28.1	3.9	229	50	£103700
3.0TT (394) Carrera T	27.1	4.5	237	50	£115400
3.0TT (480) Carrera S	27.7	3.3	232	50	£120500
3.6TT (541) auto Carrera GTS	27.2	3.0	236	50	£137900
3.6TT (541) auto Carrera 4 GTS	27.1	3.0	236	50	£144400
4.0 (510) GT3	20.7	3.9	310	50	£158200
4.0 (510) auto GT3	20.5	3.4	312	50	£158200
4.0 (525) auto GT3 RS	21.4	3.2	299	50	£192600

GT3 Touring: same price as GT3

911 Cabriolet - 4542-4553x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	27.5	4.1	234	50	£113700
3.0TT (394) Carrera T	26.4	4.7	243	50	£125400
3.0TT (394) auto Carrera S	27.2	3.5	236	50	£130500
3.6TT (541) auto Carrera GTS	26.6	3.1	241	50	£147900
3.6TT (541) auto Carrera 4 GTS	26.6	3.1	241	50	£154400
3.6TT (541) auto Spirit 70	26.5	3.1	242	50	£187700

911 Targa: same price as Carrera 4 GTS

RENAULT

Dealers: 158 **Warranty:** 5 yrs/100000 mls

5 E-Tech - 3922x1774mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
40kWh (120) auto Evolution	192	9.0	0	18	£22995
40kWh (120) auto Techno	191	9.0	0	19	£24995
40kWh (120) auto Iconic Five	190	9.0	0	22	£26995
52kWh (150) auto Techno	252	8.0	0	22	£26995
52kWh (150) auto Iconic Five	251	8.0	0	22	£28995
52kWh (150) auto Roland Garros	252	8.0	0	22	£29995

Clio - 4050x1798mm
Euro NCAP: ★★★★★ **Driver Power:** 32nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	54.3	12.2	118	10	£18995
1.0 TCe (90) Techno	53.3	12.2	119	11	£20595
1.0 TCe (90) Esprit Alpine	53.3	12.2	120	11	£22195
1.6 E-Tech (145) auto Evolution	65.7	9.3	95	15	£21895
1.6 E-Tech (145) auto Techno	65.7	9.3	97	15	£23495
1.6 E-Tech (145) auto Esprit Alpine	65.7	9.3	97	15	£25095

Megane E-Tech - 4200x1768mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

NEW CAR PRICES

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (220) auto Techno Comfort	285	7.5	0	26	£32495
60kWh (220) at Techno Esprit Alpine	282	7.5	0	25	£34995
60kWh (220) at Iconic Esprit Alpine	281	7.5	0	26	£36995

4 E-Tech - 4144x1808mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (150) auto Evolution	247	8.2	0	28	£26995
52kWh (150) auto Techno	244	8.2	0	27	£28995
52kWh (150) auto Iconic	243	8.2	0	28	£30995

Captur - 4239x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	47.9	13.3	133	11	£22195
1.0 TCe (90) Techno	47.9	13.3	133	11	£23995
1.8 E-Tech (160) auto Evolution	61.4	8.9	103	16	£25195
1.8 E-Tech (160) auto Techno	61.4	8.9	104	16	£26995
1.8 E-Tech (160) auto Esprit Alpine	60.1	8.9	105	17	£28795

Symbioz - 4413x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3 TCe (140) auto Techno	47.9	11.2	133	16	£27395
1.8 E-Tech (160) auto Techno	65.7	9.1	97	19	£29795
1.8 E-Tech (160) at Techno Alpine	65.7	9.1	97	19	£31795
1.8 E-Tech (160) at Iconic Alpine	65.7	9.1	97	20	£33795

Scenic E-Tech - 4470x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
87kWh (220) auto Techno	379	7.9	0	32	£37195
87kWh (220) at Techno Esprit Alpine	372	7.9	0	32	£39995
87kWh (220) at Iconic Esprit Alpine	369	7.9	0	32	£42195

Austral - 4510x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) at Techno	61.4	8.4	105	21	£34195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.4	106	22	£36695
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.4	106	23	£38695

Rafale - 4710x1866mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) auto Techno	60.1	8.6	105	29	£38195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.6	106	30	£42195
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.6	107	30	£44695
1.2 E-Tec PHEV (300) at Techno Alp	564.9	6.4	12	38	£45695
1.2 E-Tec PHEV (300) at Atelier Alp	470.8	6.4	15	39	£49695

ROLLS-ROYCE

Dealers: 6 **Warranty:** 4 yrs/unlimited mls

Cullinan - 5341x2164mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.1	5.2	341	50	£332000
6.75 V12 (600) auto Black Badge	17.3	5.1	343	50	£380000

Ghost - 5545-5715x2148mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.6	4.6	347	50	£278000
6.75 V12 (571) auto EWB	18.5	4.6	348	50	£310400
6.75 V12 (600) auto Black Badge	17.9	4.5	359	50	£323000

Phantom - 5762-5982x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.8	5.1	328	50	£417200
6.75 V12 (571) auto EWB	18.6	5.2	328	50	£479000

Spectre - 5475x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
120kWh (577) auto	323	4.5	0	50	£332000

SEAT

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Ibiza - 4059x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE	55.4	11.0	117	11	£19725
1.0 TSI (95) FR	52.3	11.0	123	12	£22105
1.0 TSI (95) Xcellence	51.4	11.0	126	12	£22320
1.0 TSI (115) FR	51.4	9.7	124	15	£22520
1.0 TSI (115) Xcellence	51.4	9.7	125	15	£22575
1.0 TSI (115) auto FR	51.4	9.9	126	15	£23600
1.0 TSI (115) auto Xcellence	50.4	9.9	126	15	£23655

SE Technology: add £1070 to SE
FR Sport: add £915 to FR
Xcellence Lux: add £1250 to Xcellence
Anniversary Edition: add £955 to FR Sport

Leon - 4368x1991mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) SE	50.4	10.4	128	14	£24250
1.5 TSI (115) FR	48.7	10.4	131	14	£27785
1.5 eTSI (115) auto SE	53.3	10.4	120	14	£27280
1.5 eTSI (115) auto FR	52.3	10.4	123	15	£30025
1.5 TSI (150) FR	48.7	8.7	131	19	£29365
1.5 eTSI (150) auto FR	52.3	8.7	123	19	£31375
1.5 e-Hybrid (204) auto FR	706.2	7.7	8	24	£36445
2.0 TDI (115) SE	62.8	8.7	119	19	£27190
2.0 TDI (150) FR	58.9	8.7	127	19	£31420

Leon ST estate: add £1480
SE Dynamic: add £1680 to SE
FR Sport: add £1915 to FR (not 1.0 TSI manual)

Arona - 4138x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) S	49.6	11.3	129	10	£19995
1.0 TSI (95) SE	51.4	11.3	124	10	£22460
1.0 TSI (115) FR	52.3	10.0	124	14	£25875
1.0 TSI (115) Xperience	52.3	10.0	123	14	£26595
1.0 TSI (115) auto SE	50.4	10.3	127	12	£23700
1.0 TSI (115) auto FR	50.4	10.3	128	14	£26955
1.0 TSI (115) auto Xperience	50.4	10.3	128	14	£27595
1.5 TSI (150) auto FR	49.6	8.4	129	18	£27240

SE Technology: add £1065 to SE
FR Sport: add £1170 to FR
Xperience Lux: add £1665 to Xperience

Ateca - 4381x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) SE	47.1	11.0	137	13	£28635
1.5 Eco TSI (150) SE	45.6	9.0	141	18	£30560
1.5 Eco TSI (150) FR	43.5	9.0	148	18	£32430
1.5 Eco TSI (150) Xperience	43.5	9.0	149	18	£32715
1.5 Eco TSI (150) auto SE	44.1	9.0	145	18	£32180
1.5 Eco TSI (150) auto FR	42.8	9.0	150	18	£33840
1.5 Eco TSI (150) auto Xperience	42.8	9.0	151	18	£34505

SE Technology: add £875 to SE
FR Sport: add £2545 to FR
Xperience Lux: add £3285 to Xperience

SERES

Dealers: TBC **Warranty:** 5 yrs/75000 mls

Seres 3 - 4385x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (160) auto Active	205	8.9	0	N/A	£29995
54kWh (160) auto Spirit	205	8.9	0	N/A	£31995

SKODA

Dealers: 135 **Warranty:** 3 yrs/60000 mls

Fabia - 4108x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPI (80) SE Edition	53.9	15.7	116	4	£19880
1.0 MPI (80) Design Edition	54.3	15.7	116	4	£20680
1.0 TSI (95) SE Edition	55.8	10.7	117	11	£20430
1.0 TSI (95) Design Edition	56.2	10.7	117	11	£21230
1.0 TSI (116) SE Edition	55.6	9.3	116	15	£20930
1.0 TSI (116) Design Edition	56.1	9.3	116	15	£21730
1.0 TSI (116) SE L Edition	56.0	9.3	117	15	£22615
1.0 TSI (116) Monte Carlo Edition	54.6	9.3	118	15	£23115
1.0 TSI (116) auto SE Edition	53.8	9.7	126	14	£21930
1.0 TSI (116) auto Design Edition	54.2	9.7	126	14	£22730
1.0 TSI (116) auto SE L Edition	54.1	9.7	127	14	£23565
1.0 TSI (116) at Monte Carlo Edition	52.7	9.7	128	15	£24065
1.5 TSI (150) auto Design Edition	52.1	8.0	124	20	£24445
1.5 TSI (150) auto SE L Edition	52.1	8.0	124	20	£25280
1.5 TSI (150) at Monte Carlo Edition	50.9	8.0	125	20	£25780

Scala - 4362x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	55.4	10.8	119	12	£22255
1.0 TSI (116) SE Edition	54.8	9.5	119	15	£23230
1.0 TSI (116) Monte Carlo Edition	52.5	9.5	119	16	£27955
1.0 TSI (116) auto SE Edition	52.9	10.1	130	14	£24580
1.0 TSI (116) at Monte Carlo Edition	51.0	10.1	130	15	£29305
1.5 TSI (150) SE Edition	52.3	8.2	124	20	£24530
1.5 TSI (150) Monte Carlo Edition	50.4	8.2	124	21	£29255
1.5 TSI (150) auto SE Edition	52.1	8.2	131	21	£25880
1.5 TSI (150) at Monte Carlo Edition	50.5	8.2	131	21	£30605

SE L Edition: add £1800 to SE Edition

Octavia - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	54.3	10.4	118	14	£26775
1.5 TSI (116) auto SE Technology	57.5	10.6	112	14	£28815
1.5 TSI (150) SE L	53.3	8.5	121	20	£31250
1.5 TSI (150) SportLine	51.4	8.5	125	21	£32255
1.5 TSI e-Tec (150) auto SE L	57.3	8.5	112	20	£33290
1.5 TSI e-Tec (150) auto SportLine	55.2	8.5	117	21	£34295
2.0 TSI (265) auto vRS	40.3	6.5	159	27	£38670
2.0 TDI (116) SE Technology	66.2	10.0	112	17	£29320
2.0 TDI (116) SE L	65.5	10.0	113	18	£32370
2.0 TDI (150) auto SE Technology	63.4	8.5	117	21	£31720
2.0 TDI (150) auto SE L	62.8	8.5	118	22	£34770
2.0 TDI (150) auto SportLine	60.6	8.5	122	22	£35775

Octavia Estate - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	52.9	10.5	121	14	£27755
1.5 TSI (116) auto SE Technology	56.1	10.7	115	14	£29795
1.5 TSI (150) SE L	51.7	8.6	124	20	£32480
1.5 TSI (150) SportLine	50.5	8.6	127	20	£33285
1.5 TSI e-Tec (150) auto SE L	55.8	8.6	115	20	£34520
1.5 TSI e-Tec (150) auto SportLine	54.4	8.6	118	21	£35325
2.0 TSI (265) auto vRS	40.8	6.4	158	27	£39775
2.0 TDI (116) SE Technology	64.7	10.1	114	17	£30300
2.0 TDI (116) SE L	63.9	10.1	116	17	£33600
2.0 TDI (150) auto SE Technology	62.1	8.6	119	21	£32700
2.0 TDI (150) auto SE L	61.5	8.6	121	22	£36000
2.0 TDI (150) auto SportLine	59.9	8.6	124	22	£36805

Superb - 4912x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	54.2	9.2	119	23	£34875
1.5 TSI e-Tec (150) auto SE L	52.1	9.2	123	24	£38230
2.0 TSI (265) auto 4x4 L&K	36.3	5.6	177	34	£46355
2.0 TDI (150) auto SE Technology	58.0	9.2	128	24	£35390
2.0 TDI (150) auto SE L	56.0	9.2	133	25	£38405
2.0 TDI (193) auto 4x4 SE L	48.3	7.5	153	31	£42020
2.0 TDI (193) auto 4x4 L&K	47.8	7.5	156	31	£45740

Superb Estate - 4902x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	52.9	9.3	122	23	£36175
1.5 TSI e-Tec (150) auto SE L	51.0	9.3	126	24	£39530
1.5 TSI iV (204) auto SE Technology	784.3	8.1	8	29	£41465
1.5 TSI iV (204) auto SE L	682.8	8.1	9	30	£44820
1.5 TSI iV (204) auto L&K	735.7	8.1	9	30	£48540
2.0 TSI (265) auto 4x4 L&K	35.7	5.7	180	35	£47655
2.0 TDI (150) auto SE Technology	56.9	9.3	130	24	£36725
2.0 TDI (150) auto SE L	55.1	9.3	135	25	£39705
2.0 TDI (193) auto 4x4 SE L	47.7	7.6	155	30	£43320
2.0 TDI (193) auto 4x4 L&K	47.1	7.6	157	30	£47040

Kamiq - 4241x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	51.8	11.0	123	12	£24190
1.0 TSI (116) SE Edition	52.2	9.7	122	16	£25120
1.0 TSI (116) SE L Edition	50.8	9.7	126	15	£27335
1.0 TSI (116) auto SE Edition	50.5	10.2	127	16	£26520
1.0 TSI (116) auto SE L Edition	49.3	10.2	130	15	£28785
1.5 TSI (150) SE Edition	49.7	8.3	129	19	£26465
1.5 TSI (150) SE L Edition	48.2	8.3	132	20	£28730
1.5 TSI (150) auto SE Edition	49.6	8.3	129	20	£27865
1.5 TSI (150) auto SE L Edition	48.3	8.3	132	20	£30130

Monte Carlo Edition: add £2100 to SE L Edition

Elroq - 4488x1884mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto 50 SE	232	8.7	0	22	£31500
63kWh (204) auto 60 SE L	265	7.7	0	27	£33350
63kWh (204) auto 60 Edition	265	7.7	0	27	£34450
63kWh (204) auto 60 SportLine	263	7.7	0	28	£37400
82kWh (286) auto 85 Edition	360	6.4	0	32	£38650
82kWh (286) auto 85 SportLine	355	6.4	0	34	£41600

Enyaq - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) auto 60 SE L	268	8.1	0	N/A	£39000
63kWh (204) auto 60 Edition	268	8.1	0	N/A	£40100
82kWh (286) auto 85 Edition	359	6.7	0	N/A	£44300
82kWh (286) auto 85x SportLine	332	6.7	0	N/A	£48750

Enyaq Coupe - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82kWh (286) auto 85 Edition	365	6.7	0	N/A	£46200
82kWh (286) auto 85x SportLine	334	6.7	0	N/A	£50650

Karoq - 4390x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (116) SE Drive	48.0	10.3	134	14	£29775
1.0 TSI (116) SE L	47.6	10.3	135	15	£31950
1.5 TSI (150) SE Drive	47.1	8.9	137	19	£30950
1.5 TSI (150) SE L	46.9	8.9	137	19	£33125
1.5 TSI (150) SportLine	45.0	8.9	143	20	£36190
1.5 TSI (150) auto SE Drive	46.2	9.0	139	19	£32400
1.5 TSI (150) auto SE L	46.0	9.0	140	19	£34575
1.5 TSI (150) auto SportLine	44.5	9.0	144	20	£37640
2.0 TSI (190) auto 4x4 SportLine	36.8	7.0	175	26	£41450
2.0 TDI (150) auto 4x4 SE L	48.9	8.7	152	20	£39560
2.0 TDI (150) auto 4x4 SportLine	48.8	8.7	152	21	£42625

Kodiaq - 4758x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE 5st	47.4	9.7	136	18	£36645
1.5 TSI e-Tec (150) auto SE L 7st	44.5	9.9	145	19	£40205
1.5 TSI e-Tec (150) at SportLine 7st	45.2	9.9	143	20	£42705
1.5 TSI iV (204) auto SE 5st	691.5	8.4	9	24	£41935
1.5 TSI iV (204) auto SE L 5st	578.4	8.4	11	24	£44635
1.5 TSI iV (204) auto SportLine 5st	598.1	8.4	11	25	£47135
2.0 TSI (204) auto 4x4 SE L 7st	36.6	7.5	175	27	£45255
2.0 TSI (204) auto 4x4 SportLine 7st	36.4	7.5	176	27	£52595
2.0 TSI (265) auto 4x4 vRS 7st	33.8	6.4	194	31	£47755
2.0 TDI (150) auto SE 5st	53.2	9.6	139	20	£38945
2.0 TDI (150) auto SE L 7st	49.8	9.8	149	21	£42505
2.0 TDI (193) auto 4x4 SE L 7st	44.1	8.0	168	26	£46225
2.0 TDI (193) at 4x4 SportLine 7st	44.6	8.0	166	26	£48725

Seven seats: add £860 to SE (not iV)

SKYWELL

Dealers: TBC **Warranty:** 7 yrs/100000 mls

BE11 - 4720x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (204) auto Standard Range	248	9.6	0	N/A	£36940
86kWh (204) auto Long Range	304	9.6	0	N/A	£39940

SMART

Dealers: 48 **Warranty:** 3 yrs/unlimited mls

#1 - 4270x1822mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	193	6.7	0	30	£31950
62kWh (272) auto Pro+	260	6.7	0	30	£35950
62kWh (272) auto Premium	273	6.7	0	31	£38950
62kWh (428) auto Brabus	248	3.9	0	37	£43450

#3 - 4400x1844mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	202	5.8	0	33	£32950
62kWh (272) auto Pro+	270	5.8	0	34	£36950
62kWh (272) auto Premium	283	5.8	0	36	£39950
62kWh (272) auto Anniversary Ed	283	5.8	0	36	£40950
62kWh (428) auto Brabus	258	3.7	0	41	£45450

SUBARU

Dealers: 70 **Warranty:** 3 yrs/100000 mls

Crosstrek - 4495x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (136) at AWD Limited	36.8	10.8	174	15	£34995

Touring: add £2000 to Limited

Solterra - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (215) auto Limited AWD	289	6.9	0	N/A	£52495

Touring: add £3000 to Limited

Forester - 4625x1815mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (150) auto AWD XE	34.7	11.8	185	23	£37995

Premium: add £3000 to XE

Outback - 4870x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5i (169) auto AWD Limited	32.8	10.2	193	19	£37995

Field: add £4000 to Limited
Touring: add £5500 to Limited

SUZUKI

Dealers: 149 **Warranty:** 3 yrs/60000 mls

Swift - 3860x1735mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 MHEV (82) Motion	64.2	12.5	99	21	£19199
1.2 MHEV (82) Ultra	64.2	12.5	99	21	£20299
1.2 MHEV (82) Ultra 4x4	57.6	13.6	110	20	£21549
1.2 MHEV (82) auto Motion	60.1	11.9	106	22	£20449
1.2 MHEV (82) auto Ultra	60.1	11.9	106	22	£21549

Vitara - 4185x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	119	22	£26949
1.4 Boosterjet (129) Ultra	53.2	9.5	120	22	£28649
1.4 Boosterjet (129) Ultra 4x4	52.3	10.2	128	22	£30449
1.5 Hybrid (115) auto Motion	56.4	12.7	113	16	£28699
1.5 Hybrid (115) auto Ultra	56.4	12.7	114	17	£30399
1.5 Hybrid (115) auto Ultra 4x4	50.4	13.5	127	16	£32199

S-Cross - 4300x1785mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	120	22	£26699
1.4 Boosterjet (129) Ultra 4x4	47.8	10.2	133	22	£29699
1.5 Hybrid (115) auto Motion	54.3	12.7	118	16	£28449
1.5 Hybrid (115) auto Ultra 4x4	48.7	13.5	132	16	£31449

Across - 4635x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (306) auto E-Four	282.4	6.0	22	39	£49529

TESLA

Dealers: 17 **Warranty:** 4 yrs/50000 mls

Model 3 - 4694x1849mm
Euro NCAP: ★★★★★ **Driver Power:** 25th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (245) auto RWD	318	5.8	0	36	£39990
79kWh (320) auto RWD Long Range	436	4.9	0	38	£44990
79kWh (351) auto AWD Long Range	390	4.2	0	41	£49990
79kWh (460) at AWD Performance	328	2.9	0	48	£59990

Model Y - 4751x1978mm
Euro NCAP: ★★★★★ **Driver Power:** 15th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
81kWh (342) auto RWD Long Range	373	5.9	0	45	£46990
81kWh (384) auto AWD Long Range	331	4.8	0	48	£52990
81kWh (426) at AWD Performance	319	3.5	0	50	£59990

Seven seats: add £2500 to AWD LR

TOYOTA

Dealers: 206 **Warranty:** 3 yrs/60000 mls

Aygo X - 3465x1615mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 VVT-i (72) Pure	58.9	14.9	109	5	£16140
1.0 VVT-i (72) Edge	58.9	14.9	110	5	£17180
1.0 VVT-i (72) auto Pure	56.5	14.8	113	6	£17245
1.0 VVT-i (72) auto Edge	56.5	14.8	113	6	£18285

Exclusive: add £1810 to Edge

Yaris - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (114) auto Icon	68.9	9.7	92	13	£22640
1.5 VVT-i Hybrid (114) auto Design	68.9	9.7	91	14	£23545
1.5 VVT-i Hybrid (114) auto GR Sport	68.9	9.7	97	14	£28815
1.5 VVT-i Hybrid (114) auto Excel	68.9	9.7	96	14	£26710
1.5 VVT-i Hybrid (114) auto Premiere	68.9	9.7	96	14	£28935

GR Yaris - 3995x1805mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (257) GR Yaris	34.3	5.5	186	35	£32205
1.6T (257) GR Yaris Convenience	34.3	5.5	186	35	£34385
1.6T (257) GR Yaris Circuit Pack	34.3	5.5	186	36	£35705

Corolla - 4370x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 23rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	64.2	9.1	100	17	£30505
1.8 VVT-i Hybrid (140) auto Design	61.4	9.1	104	17	£32140
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.1	105	17	£33405
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.1	106	18	£34240
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.4	98	21	£32250
2.0 VVT-i Hybrid (196) auto Design	62.8	7.4	102	21	£33885
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.4	103	21	£35150
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.4	103	22	£35985

Corolla Touring Sports - 4650x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 23rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	62.8	9.4	101	17	£31840
1.8 VVT-i Hybrid (140) auto Design	60.1	9.4	106	17	£33475
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.4	107	17	£35120
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.4	107	18	£35955
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.7	100	21	£33585
2.0 VVT-i Hybrid (196) auto Design	61.4	7.7	104	21	£35220
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.7	105	21	£36865
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.7	105	22	£37700

Prius Plug-in - 4599x1782mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 VVT-i Hybrid (223) auto Design	565.0	6.8	12	31	£37315
2.0 VVT-i Hybrid (223) auto Excel	403.5	6.8	17	31	£39955

Proace City Verso Elec - 4403-4753x1848mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Icon Medium	160	11.2	0	18	£31849
50kWh (136) auto Design Medium	160	11.2	0	19	£36464
50kWh (136) auto Icon Long	160	11.2	0	19	£33129

Proace Verso Electric - 4959-5309x1920mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Icon Medium 8st	143	12.1	0	N/A	£45769
75kWh (136) at Design Medium 8st	143	12.1	0	N/A	£49263
75kWh (136) auto Icon Long 9st	143	12.1	0	N/A	£46477
75kWh (136) auto Design Long 8st	143	12.1	0	N/A	£53766
75kWh (136) auto Excel Long 7st	143	12.1	0	N/A	£55866

Yaris Cross - 4180x1765mm
Euro NCAP: ★★★★★ **Driver Power:** 41st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (116) auto Icon	64.1	11.2	100	11	£25530
1.5 VVT-i Hybrid (116) auto Design	64.1	11.2	102	12	£27130
1.5 VVT-i Hybrid (116) auto Excel	64.1	11.2	112	12	£30565
1.5 VVT-i Hybrid (116) at GR Sport	64.1	11.2	112	12	£31320
1.5 VVT-i Hyb (116) at AWD Excel	55.3	11.8	115	12	£32925

C-HR - 4362x1832mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	60.1	10.2	105	20	£31300
1.8 VVT-i Hybrid (140) auto Design	58.9	10.2	108	20	£34695
1.8 VVT-i Hybrid (140) auto Excel	57.7	10.2	110	22	£38160
2.0 VVT-i Hybrid (197) at GR Sport	57.7	8.1	110	27	£40655
2.0 VVT-i PHEV (223) auto Design	353.1	7.2	19	25	£39145
2.0 VVT-i PHEV (223) auto Excel	353.1	7.2	19	27	£42610
2.0 VVT-i PHEV (223) at GR Sport	353.1	7.2	19	26	£43540

bZ4X - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (201) auto Pure FWD	318	7.5	0	35	£42860
71.4kWh (201) auto Motion FWD	313	7.5	0	36	£45210
71.4kWh (215) auto Motion AWD	286	6.9	0	38	£47810

Vision: add £3600 to Motion

RAV4 - 4600x1855mm
Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 VVT-i Hyb (218) at Design FWD	50.4	8.4	129	26	£39885
2.5 VVT-i Hyb (222) at Design AWD	48.7	8.1	131	28	£42270
2.5 VVT-i PHV (306) at Design AWD	282.4	6.0	22	36	£44175

Excel: add £2985 to Design (not PHEV) **GR Sport:** add £4545 to Hybrid Design AWD, add £4815 to PHEV Design

Land Cruiser - 4925x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) auto Invincible	26.4	10.9	276	48	£74995
2.8 D-4D (204) auto First Edition	26.4	10.9	276	49	£79995

Hilux - 5325x1855-1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) D Cab Invincible	33.2	10.1	223	45	£41960
2.8 D-4D (204) D Cab Invincible X	33.2	10.1	225	45	£46020
2.8 D-4D mHEV (204) at DC Invinc	30.0	10.7	259	45	£43127
2.8 D-4D mHEV (204) at DC Invinc X	30.0	10.7	259	45	£47542
2.8 D-4D (204) at D Cab GR Sport	30.0	10.7	N/A	45	£49750
2.8 D-4D (204) at Invincible X AT35	30.0	10.7	N/A	45	£73940

VAUXHALL

Dealers: 338 **Warranty:** 3 yrs/60000 mls

Corsa - 4055x1765mm
Euro NCAP: ★★★★ **Driver Power:** 43rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Yes	54.3	9.9	118	N/A	£18505
1.2 Turbo (100) Design	54.3	9.9	117	20	£20535
1.2 Turbo (100) GS	54.3	9.9	117	19	£22915
1.2 Turbo (100) auto Design	51.4	10.2	125	19	£22265
1.2 Hybrid (110) auto Design	61.4	10.7	102	19	£22900
1.2 Hybrid (110) auto GS	62.8	10.7	104	19	£25280
1.2 Hybrid (145) auto GS	60.1	8.6	106	25	£26250
1.2 Turbo (130) auto GS	49.6	8.7	127	23	£25615
50kWh (136) auto Yes	221	8.2	0	N/A	£26895
50kWh (136) auto Design	219	8.2	0	28	£29045
50kWh (136) auto GS	214	8.2	0	26	£31230
54kWh (156) auto Design	246	8.2	0	30	£30440
54kWh (156) auto GS	246	8.2	0	28	£32625

Ultimate: add £2780 to GS 1.2T (100)/Hybrid (136), add £2145 to 1.2T (130), add £1810 to GS electric

Astra - 4374x1860mm
Euro NCAP: ★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (110) Design	51.4	10.5	123	16	£26970
1.2 Turbo (130) Design	51.4	9.7	123	17	£27570
1.2 Turbo (130) GS	51.4	9.7	124	19	£29865
1.2 Turbo (130) auto Design	50.4	9.7	127	18	£29070
1.2 Turbo (130) auto GS	50.4	9.7	127	20	£31415
1.2T Hybrid (145) auto Design	60.1	9.0	106	20	£30035
1.2T Hybrid (145) auto GS	60.1	9.0	109	20	£32330
1.6 PHEV (180) auto GS	256.0	9.3	24	24	£37935
1.6 PHEV (225) auto GSe	256.0	7.5	25	31	£41800
54kWh (156) auto Design	254	9.2	0	26	£34945
54kWh (156) auto GS	254	9.2	0	26	£37240

Sports Tourer estate: add £2200
Ultimate: add £3115 to GS 1.2T/PHEV, add £2200 to GS 1.2T auto, add £3140 to GS Hybrid, add £2115 to GS Electric

Combo Life Electric - 4403-4753x1921mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Design	211	11.7	0	21	£32180
50kWh (136) auto Ultimate	210	11.7	0	22	£34695
50kWh (136) auto Design XL 7st	213	11.7	0	23	£33080
50kWh (136) auto Ultimate XL 7st	208	11.7	0	23	£35595

Vivaro Life Electric - 4956-5306x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (136) auto Combi	84	14.3	0	36	£37145
49kWh (136) auto XL Combi	84	14.3	0	36	£43725
75kWh (136) auto Combi	133	14.3	0	36	£43725
75kWh (136) auto XL Combi	133	14.3	0	36	£48795

Design: add £5605 to 75kWh Combi
Ultimate: add £5325 to Design

Mokka - 4151x1791mm
Euro NCAP: N/A **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (136) Design	49.5	8.9	129	22	£24705
1.2 Turbo (136) GS	49.5	8.9	129	21	£25905
1.2 Turbo (130) auto Design	45.5	8.9	139	22	£26305
1.2 Turbo (130) auto GS	46.3	8.9	138	21	£27505
1.2 Hybrid (145) auto Design	58.8	8.2	108	24	£27305
1.2 Hybrid (145) auto GS	57.6	8.2	110	23	£28505
54kWh (156) Design	249	9.0	0	24	£33245
54kWh (156) GS	250	9.0	0	23	£35905

Ultimate: add £2250 to GS 1.2, add £2275 to GS Hybrid, add £3000 to GS Electric

Frontera - 4385x1795mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto Design	53.3	11.0	119	17	£23495
1.2 Hybrid (100) auto GS	53.3	11.0	120	19	£25395
1.2 Hybrid (136) auto Design	53.3	9.0	119	22	£25005
1.2 Hybrid (136) auto GS	53.3	9.0	120	23	£26905
44kWh (113) auto Design	186	12.1	0	16	£23495
44kWh (113) auto GS	186	12.1	0	17	£25395

Seven seats: add £550 to 1.2 GS

Grandland - 4477x1856mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (145) auto Design	50.4	10.2	124	N/A	£34700
1.2 Hybrid (145) auto GS	51.4	10.2	124	N/A	£36650
1.2 Hybrid (145) auto Ultimate	51.4	10.2	124	N/A	£38400
73kWh (213) auto Design	318	9.0	0	35	£40995
73kWh (213) auto GS	323	9.0	0	36	£43145
73kWh (213) auto Ultimate	318	9.0	0	36	£45195

VOLKSWAGEN

Dealers: 223 **Warranty:** 3 yrs/60000 mls

Polo - 4074x1751mm
Euro NCAP: ★★★★★ **Driver Power:** 34th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (80) Life	52.7	15.6	122	1	£21470
1.0 TSI (95) Life	55.2	10.8	116	8	£22410
1.0 TSI (95) R-Line	55.1	10.8	117	11	£24810
1.0 TSI (95) Edition 50	51.7	10.8	124	11	£26350
1.0 TSI (95) auto Life	52.7	11.5	122	8	£23845
1.0 TSI (115) auto R-Line	52.3	9.8	123	11	£27470
1.0 TSI (115) auto Black Edition	50.0	9.8	129	11	£27970
2.0 TSI (207) auto GTI	43.1	6.5	149	23	£30740

Match: add £690 to 1.0 TSI (95) Life

Golf - 4284x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	53.6	9.9	121	17	£28150
1.5 TSI (115) Match	52.8	9.9	122	17	£28325
1.5 eTSI (115) auto Style	53.4	9.9	120	18	£31010
1.5 TSI (150) Match	52.0	8.6	124	21	£29465
1.5 TSI (150) R-Line	50.7	8.6	127	21	£31490
1.5 eTSI (150) auto Match	54.9	8.4	117	22	£31065
1.5 eTSI (150) auto R-Line	52.6	8.4	122	22	£33090
1.5 TSI PHEV (204) auto Match	1084.1	7.2	6	26	£36420
1.5 TSI PHEV (272) auto GTE	863.2	6.6	8	30	£40140
2.0 TSI (265) auto GTI	39.6	5.9	162	31	£40875
2.0 TSI (300) auto GTI Clubsport	37.4	5.6	171	31	£43215
2.0 TSI (333) auto 4MOTION R	34.9	4.6	184	33	£45800
2.0 TDI (115) Match	64.6	10.2	115	19	£30120
2.0 TDI (150) auto R-Line	60.5	8.0	122	24	£34890

Style: add £1475 to Match (not 1.5 TSI 115, 2.0 TDI) **Black Edition:** add £1000 to R-Line **R Black Edition:** add £1250 to R

Golf Estate - 4633x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	52.5	10.2	123	17	£29500
1.5 eTSI (115) auto Life	53.9	10.3	119	17	£31100
1.5 TSI (150) Life	51.5	8.8	125	21	£30630
1.5 TSI (150) Style	50.2	8.8	128	22	£32300
1.5 eTSI (150) auto Life	53.7	8.6	120	22	£32230
1.5 eTSI (150) auto Style	54.2	8.6	119	23	£33900
2.0 TSI (333) auto 4MOTION R	34.6	4.8	185	33	£47150
2.0 TDI (115) Life	64.4	10.5	115	19	£31295
2.0 TDI (150) auto Style	61.0	8.4	122	24	£35695

R-Line: add £540 to Style

ID.3 - 4261x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Pure Essential	241	8.2	0	20	£30860
58kWh (204) auto Pro Essential	269	7.6	0	26	£35740
77kWh (204) auto Pro S Essential	346	8.2	0	30	£39230
79kWh (326) auto GTX Performance	369	5.7	0	34	£46325

Match: add £710-£1360 to Essential

Passat Estate - 4917x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto Life	52.6	9.2	122	25	£39950
1.5 eTSI (150) auto Elegance	52.3	9.2	123	26	£43045
1.5 eTSI (150) auto R-Line	50.9	9.2	126	26	£43955
2.0 TSI (204) auto R-Line	40.4	7.5	159	N/A	£47715
1.5 TSI PHEV (204) auto Life	904.6	8.1	7	30	£44555
1.5 TSI PHEV (204) auto Elegance	882.5	8.1	7	32	£47650
1.5 TSI PHEV (204) auto R-Line	789.5	8.1	8	32	£48900
1.5 TSI PHEV (272) auto Elegance	853.3	7.1	8	34	£50370
1.5 TSI PHEV (272) auto R-Line	760.9	7.1	8	34	£51420

ID.7 - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match Plus	380	6.5	0	38	£51005
86kWh (286) auto Pro S Match Plus	433	6.6	0	39	£54490
86kWh (340) auto 4MOTION GTX+	364	5.4	0	41	£59110

ID.7 Tourer - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match Plus	372	6.6	0	38	£51795
86kWh (286) auto Pro S Match Plus	422	6.7	0	38	£55280
86kWh (340) auto 4MOTION GTX+	357	5.5	0	41	£59900

Touran - 4527x1829mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) Match	44.4	8.9	145	18	£40230
1.5 TSI (150) auto Match	43.1	8.9	149	18	£41530
1.5 TSI (150) auto SEL	43.6	8.9	148	18	£41075

R-Line: add £1480 to SEL

ID.Buzz - 4962-4712x1985mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
79kWh (286) auto Life SWB	283	7.6	0	37	£59135
79kWh (286) auto Style SWB	277	7.6	0	40	£63935
79kWh (340) at 4MOTION GTX SWB	255	6.1	0	42	£67535
86kWh (286) auto Life LWB	293	7.9	0	37	£59645
86kWh (286) auto Style LWB	286	7.9	0	40	£64445
86kWh (340) at 4MOTION GTX LWB	282	6.4	0	42	£68045

Six seats: add £150 to SWB

Caddy - 4500-4853x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SWB	43.5	11.9	149	8	£29113
1.5 TSI (116) California SWB	42.2	11.9	153	8	£36215
1.5 TSI (116) auto Life SWB	42.2	11.9	153	10	£35129
1.5 TSI (116) auto California SWB	41.5	11.9	155	10	£38447
2.0 TDI (102) SWB	53.3	13.5	140	9	£30757
2.0 TDI (102) Life SWB	52.3	13.5	141	9	£33655
2.0 TDI (122) auto SWB	51.4	11.4	145	12	£34303
2.0 TDI (122) auto Life SWB	50.4	11.4	146	12	£37201
2.0 TDI (122) auto California Maxi	49.6	11.4	150	12	£42364

Maxi: add £1003-£1378 to SWB

Multivan - 4973-5173x1941mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI PHEV (245) at 4MOT Life	353.1	9.0	19	36	£54525
1.5 TSI PHEV (245) at 4MOT Style	313.9	9.0	19	36	£65385
1.5 TSI PHEV (245) at 4MT Life Long	313.9	9.0	19	37	£56001
1.5 TSI PHEV (245) at 4MT Styl Long	313.9	9.0	20	37	£66825
2.0 TSI (204) auto Style	31.7	9.0	202	26	£66925
2.0 TSI (204) auto Style Long	31.7	9.0	203	27	£66925
2.0 TDI (150) auto Life	43.5	11.6	172	26	£49913
2.0 TDI (150) auto Style	43.5	11.6	171	30	£61411
2.0 TDI (150) auto Life Long	43.5	11.6	170	28	£51371
2.0 TDI (150) auto Style Long	42.8	11.6	172	28	£62869

Grand California - 5986-6836x2040mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (163) auto 600 3.5t	26.2	N/A	285	N/A	£84151
2.0 TDI (163) auto 600 3.88t	25.9	N/A	286	N/A	£84820
2.0 TDI (163) auto 680 3.88t	25.9	N/A	287	N/A	£86896
2.0 TDI (163) auto 4MOT 680 3.88t	N/A	N/A	N/A	N/A	£94840

Taigo - 4266x1757mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	53.2	11.1	121	12	£24770
1.0 TSI (115) Life	53.0	9.9	121	14	£25605
1.0 TSI (115) Black Edition	51.3	9.9	126	14	£29770
1.0 TSI (115) auto Life	51.1	10.2	126	14	£27200
1.0 TSI (115) auto Style	50.4	10.2	128	14	£30140
1.0 TSI (115) auto R-Line	50.5	10.2	127	14	£31095
1.5 TSI (150) auto R-Line	48.8	8.2	132	22	£32640

Match: add £175 to Life
Black Edition: add £490 to R-Line

T-Cross - 4235x1782mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	51.5	11.3	125	9	£25425
1.0 TSI (115) Life	51.5	10.1	125	10	£26270
1.0 TSI (115) Style	50.5	10.1	127	10	£29080
1.0 TSI (115) R-Line	50.6	10.1	127	10	£29965
1.0 TSI (115) auto Life	49.7	10.3	129	10	£27880
1.0 TSI (115) auto Style	49.0	10.3	131	10	£30790
1.0 TSI (115) auto R-Line	49.1	10.3	131	10	£31765
1.5 TSI (150) auto Style	47.2	8.4	136	16	£32240
1.5 TSI (150) auto R-Line	47.4	8.4	135	16	£33175

Match: add £175 to Life
R-Line: add £935 to Style
Black Edition: add £500 to R-Line

T-Roc - 4236x1819mm
Euro NCAP: ★★★★★ **Driver Power:** 38th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Life	48.9	10.1	132	18	£29410
1.5 TSI (150) Life	47.3	8.4	136	17	£30980
1.5 TSI (150) Style	47.4	8.4	136	17	£33900
1.5 TSI (150) auto Life	46.8	8.3	138	18	£32720
1.5 TSI (150) auto Style	46.8	8.3	137	18	£35640
2.0 TSI (300) auto 4MOTION R	33.6	4.9	191	35	£45465

Match: add £175 to Life **R-Line:** add £1615 to Style (not 1.0 TSI 115)
Black Edition: add £1000 to R-Line 1.5 TSI 150 **R Black Edition:** add £1250 to R

T-Roc Cabriolet - 4271x1811mm
Euro NCAP: ★★★★★ **Driver Power:** 38th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Style	46.4	11.3	138	14	£35675
1.5 TSI (150) Style	45.1	10.0	142	19	£37190
1.5 TSI (150) R-Line	45.5	10.0	141	19	£39810
1.5 TSI (150) auto Style	44.9	9.4	143	20	£38890
1.5 TSI (150) auto R-Line	45.2	9.4	142	20	£41510

ID.4 - 4584x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Pure Match	222	9.0	0	23	£39590
77kWh (286) auto Pro Match	347	6.7	0	33	£44440
77kWh (286) at 4MOTION Match Pro	325	6.6	0	39	£46120
77kWh (340) auto 4MOTION GTX Ed	321	5.4	0	39	£52245

ID.5 - 4599x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Pure Match	227	8.9	0	25	£41090
77kWh (286) auto Pro Match Pro	344	6.7	0	35	£45900
77kWh (340) auto 4MOTION GTX Ed	327	5.4	0	41	£53745

Tiguan - 4539x1842mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (130) auto Life	47.5	10.2	135	18	£37230
1.5 TSI (130) auto Match	47.4	10.2	135	18	£37525
1.5 TSI (150) auto Match	47.6	9.1	135	21	£38325
1.5 TSI (150) auto Elegance	47.7	9.1	135	22	£40720
1.5 TSI (150) auto R-Line	45.9	9.1	140	22	£41125
1.5 TSI PHEV (204) auto Match	740.5	8.2	9	27	£42960
1.5 TSI PHEV (204) auto Elegance	751.4	8.2	9	28	£45355
1.5 TSI PHEV (204) auto R-Line	660.5	8.2	10	28	£45760
1.5 TSI PHEV (272) auto R-Line	665.3	7.2	10	31	£48480
2.0 TSI (204) auto 4MOTION R-Line	36.4	7.1	177	29	£46820
2.0 TSI (265) auto 4MOTION R-Line	33.7	5.9	191	32	£50340
2.0 TDI (150) auto Match	52.1	9.4	142	22	£39515
2.0 TDI (150) auto Elegance	52.1	9.4	142	23	£41910
2.0 TDI (150) auto R-Line	50.8	9.4	146	23	£42315

Tayron - 4792x1853mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto Life	46.5	9.4	139	25	£40130
1.5 TSI (150) auto Elegance	46.5	9.4	138	25	£42700
1.5 TSI (150) auto R-Line	45.0	9.4	150	25	£43105
1.5 TSI PHEV (204) auto Life	733.1	8.6	9	30	£44015
1.5 TSI PHEV (204) auto Elegance	735.7	8.6	9	30	£46585
1.5 TSI PHEV (204) auto R-Line	634.7	8.6	10	30	£46990
1.5 TSI PHEV (272) auto R-Line	631.5	7.3	10	33	£49710
2.0 TSI (204) auto 4MOTION R-Line	35.6	9.7	180	22	£49150
2.0 TSI (265) auto 4MOTION R-Line	32.9	9.7	195	22	£52320
2.0 TDI (150) auto Life	50.9	9.7	145	22	£41320
2.0 TDI (150) auto Elegance	50.9	9.7	145	22	£43890
2.0 TDI (150) auto R-Line	49.3	9.7	150	22	£44295

Match: add £1300 to Life PHEV

Touareg - 4902x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TSI PHV (381) auto 4MT Eleg	113.1	5.9	57	47	£71390
3.0 V6 TSI PHV (462) auto 4MOT R	115.4	5.2	56	49	£82950
3.0 V6 TDI (286) auto 4MOT Black Ed	34.4	6.4	215	45	£74525

Amarok - 5390x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (170) 4MOTION Life	33.6	11.6	221	N/A	£43030
2.0 TDI (205) auto 4MOTION Life	32.5	10.5	227	N/A	£44688
2.0 TDI (205) auto 4MOTION Style	32.1	10.5	230	N/A	£53686
3.0 V6 TDI (240) auto 4MOT Style	28.0	9.0	264	N/A	£56836
3.0 V6 TDI (240) at 4MOT Panam	28.0	9.0	265	N/A	£59674
3.0 V6 TDI (240) at 4MT Aventura	28.0	9.0	265	N/A	£60682

VOLVO

Dealers: 117 **Warranty:** 3 yrs/60000 mls

V60 - 4778-4784x1916mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B4 (197) auto Plus	44.8	7.2	143	31	£43940
2.0 B4 (197) auto Ultra	44.8	7.2	144	31	£48390
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	17	42	£51310
2.0 T8 PHEV (455) auto Ultra AWD	352.6	4.4	18	42	£57760

V90 - 4945-4959x1895-1929mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	18	42	£62410
2.0 T8 PHEV (455) auto Ultra AWD	313.4	4.5	20	42	£70910

EX30 - 4233x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (272) at Single Motor Core	209	5.4	0	35	£33060
51kWh (272) at Single Motor Plus	209	5.4	0	36	£35160
69kWh (272) at Ext'd Range Core	296	5.1	0	37	£37260
69kWh (272) at Ext'd Range Plus	296	5.1	0	38	£39860
69kWh (272) at Ext'd Range Ultra	295	5.1	0	38	£43360
69kWh (428) at Twin Motor Plus	280	3.4	0	40	£42360
69kWh (428) at Twin Motor Ultra	279	3.4	0	41	£45860
69kWh (428) auto Twin Motor XC	265	3.4	0	41	£47060

EC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Plus	300	6.9	0	34	£52410
78kWh (252) at Ext'd Range Plus	346	6.9	0	35	£54160
78kWh (252) at Ext'd Range Ultra	341	6.9	0	37	£58410
82kWh (408) at Twin Motor Plus	340	4.5	0	40	£57660
82kWh (408) at Twin Motor Ultra	336	4.5	0	41	£61910
82kWh (442) at Twin Perf Plus Black	337	4.4	0	41	£59660
82kWh (442) at Twin Perf Ultra Blk	336	4.4	0	41	£63160

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

EX40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Core	296	6.9	0	35	£46260
69kWh (238) at Single Motor Plus	294	6.9	0	35	£52410
78kWh (252) at Ext'd Range Core	343	6.9	0	36	£48010
78kWh (252) at Ext'd Range Plus	341	4.6	0	42	£54160
78kWh (252) at Ext'd Range Ultra	332	4.6	0	42	£58410
82kWh (408) at Twin Motor Plus	332	4.6	0	42	£57660
82kWh (408) at Twin Motor Ultra	323	4.6	0	42	£61910
82kWh (442) at Twin Perf Plus Black	326	4.4	0	41	£59610
82kWh (442) at Twin Perf Ultra Blk	324	4.4	0	41	£63160

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

XC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** 37th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 B3 (163) auto Core	42.7	8.3	150	23	£36840
1.5 B3 (163) auto Plus	42.7	8.3	149	24	£40090
1.5 B3 (163) auto Ultra	42.7	8.3	153	25	£45910
2.0 B4 (197) auto Plus	42.7	7.3	149	26	£41240
2.0 B4 (197) auto Ultra	42.7	7.3	153	27	£47060

Black Edition: add £910 to B3 Plus, add £1160 to B4 Plus, add £250 to Ultra

XC60 - 4708x1999mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	37.6	6.5	170	34	£48410
2.0 B5 (250) auto Plus AWD	37.6	6.5	172	34	£53740
2.0 B5 (250) auto Ultra AWD	37.6	6.5	179	34	£62740
2.0 T6 PHEV (350) auto Core AWD	313.4	5.4	22	22	£55360
2.0 T6 PHEV (350) auto Plus AWD	313.4	5.4	22	22	£59860
2.0 T8 PHEV (455) auto Ultra AWD	282.1	4.6	24	41	£68860

Black Edition: add £1750 to B5/T6 Plus, add £1000 to B5/T8 Ultra

XC90 - 4953x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	32.8	7.3	193	37	£65450
2.0 B5 (250) auto Plus AWD	32.8	7.3	195	38	£70450
2.0 B6 (250) auto Ultra AWD	32.8	7.3	199	39	£76950
2.0 T8 PHEV (455) auto Core AWD	235.1	5.1	30	42	£72760
2.0 T8 PHEV (455) auto Plus AWD	235.1	5.1	31	42	£77760
2.0 T8 PHEV (455) auto Ultra AWD	235.1	5.1	32	43	£84260

EX90 - 5037x2039mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
104kWh (279) auto Single Plus	380	8.0	0	50	£82660
111kWh (408) auto Twin Plus AWD	385	4.7	0	50	£89560
111kWh (408) auto Twin Ultra AWD	375	5.7	0	50	£96360
111kWh (517) at Tw Perf Ultra AWD	375	4.7	0	50	£99960

XPENG

Dealers: 20 **Warranty:** TBC

G6 - 4753x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
66kWh (258) auto Standard Range	270	6.6	0	N/A	£39990
88kWh (285) auto Long Range	354	6.2	0	N/A	£44990

ONLINE VALUATION TOOL

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MUCH as I love Formula One, it's nowhere near as productive, cost-effective, flexible and entertaining as it needs to be in the mid-2020s.

During most Grand Prix weekends, which last three largely uneventful days and nights, there's typically only one and a half hours of actual F1 racing.

Some under-performing, serial losing teams – each with around 1,000 employees doing heaven knows what – have to massively up their game. And their drivers need and deserve more time and opportunity, and to, er, race in more diverse fleets of machines.

F1 reckons its fan base is currently around 800 million folk. Trouble is, they don't witness enough wheel-to-wheel action. Think 24 Grand Prix weekends annually, comprising just a few qualifying laps (most of which provide little or no entertainment until the final seconds), six 30-minute sprints (but why not one every race weekend?), then the one thing that really matters: the 24 full-blown races (each lasting around 90 minutes).

Put another way, F1 drivers are permitted to publicly enter into proper racing combat mode for only about 39 hours a year. That's not nearly long enough.

In the middle of their careers, several multiple race-winning, seemingly frustrated drivers have woken up to the shortage of racing. And that's why they have temporarily stepped away (or are about to), before competing in non-F1 cars – for hours, not minutes, per race.

Fernando Alonso found the time and inclination to do Le Mans and Indy Car racing. Then Max Verstappen got itchy feet this summer and swapped his Red Bull for tin-topped Porsche and Ferrari models that look more like heavily modified road cars. Also saying he hopes to compete in multiple-hour races in cars he's not experienced before is Lando Norris.

Not content with being among the best F1 pilots, the three are obviously keen to further show their greatness behind the wheel – in other more modest, but still interesting, cars.

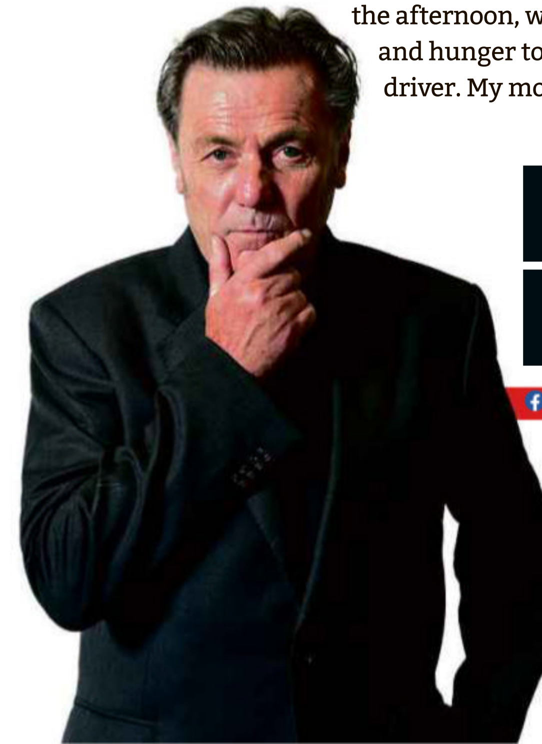
This is why, during those lengthy, stupidly under-utilised GP weekends, more must be done to settle the argument about which F1 drivers are quickest – in a diverse range of race and road cars. Aston Martin, Ferrari, Honda, McLaren, Mercedes and Renault/Alpine have long been among the main players in F1. And they're about to be joined by Audi and GM.

For me, the most blindingly obvious step forward for F1, its drivers and fans goes like this:

These manufacturers must start taking it in turns to supply their showroom models of choice to F1 drivers for them to race in anger each GP weekend.

Only when we witness them go wheel to wheel in comparatively unfamiliar long-range road cars in the morning, followed by shorter-range F1 machines in the afternoon, will we really know who's got the talent, bravery and hunger to secure the title of undisputed world champion driver. My money's on Verstappen or Norris. How about yours?

"F1 DRIVERS ARE PERMITTED TO PUBLICLY ENTER INTO PROPER RACING COMBAT MODE FOR ONLY ABOUT 39 HOURS A YEAR. THAT'S NOT NEARLY LONG ENOUGH"



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